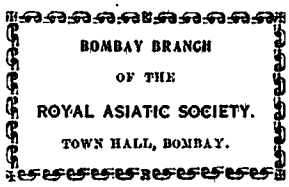
Return of

Wrecks and Casualties

in Indian Waters

1898 to 1910



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GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.
SEPARATE REVENUE, ETC.

COMMERCE AND TRADE—CASUALTIES.

RETURN

OF

WRECKS AND CASUALTIES

IN

INDIAN WATERS

FOR THE YEAR 1898 to 1910

TOGETHER WITH A CHART SHOWING THE POSITIONS IN WHICH THEY OCCURRED, AND A DIAGRAM SHOWING COMPARATIVE NUMBERS OF THE REPORTED MARITIME CASUALTIES, ETC., THE TOTAL TONNAGE, AND THE NUMBER OF LIVES LOST, FOR THE PAST TWENTY-TWO YEARS.

134698

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BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY

CALCUTTA:
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REVIEW.

DURING the year 1898 there were 46 wrecks and 211 casualties regarding which reports were received in this Office, and show a considerable increase in the total number, as compared with the reports received in 1897. The wrecks included 9 British and Foreign vessels and 37 British Indian and Native craft, and the casualties were 126 British and Foreign vessels and 85 British Indian and Native craft. The number of lives lost is calculated at 75. The *Mecca*, which was lost in the Bay of Bengal, by collision with the S.S. *Lindula*, accounts for more than half this number; whilst 21 lives were lost in the British Indian vessels *Doorga Lama* and *Fatema Katoon*, which also foundered in the Bay of Bengal at about the same time. The total tonnage of vessels wrecked is very much less, as compared with previous years, owing to the vessels wrecked being principally British Indian and Native craft of light tonnage.

The total of the 257 wrecks and casualties consisted of 41 collisions, 14 founderings, 56 groundings, 60 strandings, and 86 miscellaneous cases.

The Table of "General localities" in which these wrecks and casualties occurred show that the largest number this year, *viz.*, 106, occurred on the Bombay coast, including the gulf of Cambay and the gulf of Aden, 6 on the Malabar and Madras coasts, 52 in the Hooghly river and Chittagong coast, 13 on the Burma coast, 13 in the Bay of Bengal, and 15 in the Indian ocean; while the remainder occurred in various other coasts of India in smaller numbers.

The following analysis show (A) the causes to which the reported maritime wrecks and casualties are attributed; (B) the general localities in which the reported maritime wrecks and casualties occurred; (C) the number of reported maritime wrecks and casualties in Indian waters in each month of the year 1898, the total tonnage of vessels wrecked, and the number of lives lost; (D) a comparative statement of the reported number of maritime wrecks and casualties recorded in the Indian Wreck Department from the years 1879 to 1898 inclusive, showing, respectively, British and Foreign vessels, British Indian vessels and Native craft; and (E) the reported number of maritime wrecks and casualties in Indian waters, the total tonnage of vessels wrecked, and the number of lives lost, during the years 1865 to 1898 inclusive.

A.—Causes to which the reported maritime disasters may be attributed.

	Collisions.													Founderings.				Groundings.								Strandings.								Miscellaneous.														
	Accidental or Unavoidable.	Cyclone, Heavy weather.	Error of the Harbour Master.	Do. Master, Tindal, etc.	Do. Mate.	Do. Pilot.	Not exhibiting light.	Tides and currents.	Total.	Accidental or Unavoidable.	Bad construction.	Cyclone, Heavy weather.	Tides and currents.	Total.	Accidental or Unavoidable.	Alteration in the channel.	Cyclone, Heavy weather.	Defective steering gear.	Error of the Master, Tindal, etc.	Do. Mate.	Do. Pilot.	Tides and currents.	Total.	Accidental or Unavoidable.	Cyclone, Heavy weather, etc.	Error of the Master, Tindal.	Do. Mate.	Overloading.	Tides and currents.	Total.	Capsized—Cyclone, Heavy weather.	Do. Tides and currents.	Damage to Engine—Accidental or Unavoidable, etc.	Do. Cyclone, Heavy weather, etc.	Do. Tides and currents.	Do. Vessels—Accidental or Unavoidable.	Do. Cyclone, Heavy weather.	Do. Tides and currents.	Fire—Accidental.	Do. Spontaneous combustion.	Do. Unknown.	Loss of boats, anchor and chain, cargo, etc.—Cyclone, Heavy weather.	Do. Tides and currents.	Sprung a leak—Accidental, Unavoidable, or Unknown.	Total.	GRAND TOTAL.
Wrecks.																																															
British and Foreign vessels	...	...	...	...	...	1	...	...	1	...	...	...	1	1	...	...	...	...	...	1	...	...	1	...	...	...	...	...	5	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9
British Indian vessels and Native craft	...	...	...	...	...	3	...	...	3	...	2	...	4	6	...	...	3	...	2	...	...	1	6	1	11	2	...	7	21	...	...	...	...	...	...	...	1	...	...	...	...	...	...	3	37
Casualties.																																															
British and Foreign vessels	4	...	1	10	3	3	2	5	28	...	...	...	...	...	10	3	...	4	4	2	7	13	43	3	2	2	1	1	3	12	...	1	17	2	1	1	5	...	1	4	8	2	1	1	43	126
British Indian vessels and Native craft	3	5	...	2	...	...	1	...	11	...	...	5	2	7	...	1	...	1	...	...	...	4	6	...	10	2	...	...	10	22	6	1	...	...	...	...	10	2	...	1	...	18	1	...	39	85
GRAND TOTAL	7	5	1	12	3	4	5	41	2	1	9	2	14	10	3	4	4	2	7	18	56	4	24	10	1	1	20	60	7	1	17	2	1	1	15	2	2	5	9	20	2	2	86	257

B.—General localities in which the maritime Wrecks and Casualties occurred.

	Aden, gulf of.	Africa, S. E. coast.	Arabian sea.	Bengal, bay of.	Bombay coast.	Burma do.	Cambay, gulf of.	Ceylon coast.	Chittagong do.	Coromandel do.	Hooghly river.	Indian ocean.	Kathiawar coast.	Madras do.	Malabar do.	Manar, gulf of.	Orissa coast.	Persian gulf.	Red sea.	Sind coast.	Sunderbunds.	Suez, gulf of.	TOTAL.
WRECKS.																							
British and Foreign vessels	2	...	...	3	1	...	...	...	...	...	...	...	...	1	...	...	...	...	1	1	...	...	9
British Indian and Native craft	...	...	...	3	13	1	6	...	...	...	...	...	3	1	1	...	1	...	...	3	...	...	37
CASUALTIES.																							
British and Foreign vessels	10	1	5	7	9	11	...	2	2	1	48	15	...	1	...	...	...	2	10	1	...	1	126
British Indian and Native craft	1	...	...	...	4	1	11	3	1	4	1	...	9	...	2	1	...	...	1	...	...	...	85
GRAND TOTAL	13	1	5	13	76	13	17	5	3	5	49	15	12	2	4	1	1	2	11	7	1	1	257

C.—A Statement showing the number of reported maritime Wrecks and Casualties in Indian waters, the total tonnage of vessels, and the number of lives lost in each month of the year 1898.

	January.	February.	March.	April.	May.	June	July.	August.	September.	October.	November.	December.	TOTAL.
Number of Wrecks	2	16	2	4	3	3	2	...	3	5	1	5	46
Do Casualties	25	37	19	21	11	6	19	12	9	18	16	18	211
Total tonnage of vessels wrecked	748	2,329	4,165	132	929	103	111	...	1,419	457	41	1,545	11,979
Number of lives lost	...	...	...	...	47	10	17	...	...	...	...	1	75

D.—Comparative Statement of the reported number of maritime Wrecks and Casualties recorded in the Indian Wreck Department from the years 1879 to 1898 inclusive, showing, respectively, British and Foreign Vessels, British Indian Vessels and Native craft.

YEAR.	WRECKS.						TOTAL.	CASUALTIES.						TOTAL.
	BRITISH AND FOREIGN VESSELS.		BRITISH INDIAN VESSELS.		NATIVE CRAFT.			BRITISH AND FOREIGN VESSELS.		BRITISH INDIAN VESSELS.		NATIVE CRAFT.		
	Unavoidable.	Preventible.	Unavoidable.	Preventible.	Unavoidable.	Preventible.		Unavoidable.	Preventible.	Unavoidable.	Preventible.	Unavoidable.	Preventible.	
1879	11	11	176	18	68	5	289	76	35	58	10	41	2	192
1880	2	11	15	12	7	3	50	90	47	9	3	4	3	156
1881	6	9	28	9	8	4	63	97	49	29	14	5	2	196
1882	9	18	39	6	13	5	90	119	98	45	33	8	...	302
1883	5	10	2	10	12	6	65	148	88	57	29	9	5	336
1884	6	7	26	22	11	7	79	153	83	50	34	14	5	339
1885	12	24	19	14	12	6	87	155	135	25	29	10	4	358
1886	4	10	30	24	11	12	91	129	130	37	31	16	8	351
1887	9	9	21	5	19	5	68	51	43	41	47	14	4	160
1888	3	8	8	7	16	6	48	72	33	39	11	35	...	190
1889	5	3	22	2	10	1	43	80	40	36	7	10	1	74
1890	10	11	28	14	9	1	73	65	41	23	7	5	...	141
1891	7	5	16	2	6	3	39	57	71	45	4	5	2	192
1892	3	3	30	5	31	...	72	36	48	22	3	29	...	158
1893	6	4	36	6	9	...	61	46	54	48	4	9	1	62
1894	2	2	39	5	5	2	55	31	64	55	15	11	3	179
1895	4	3	28	9	3	...	49	48	35	55	17	6	2	163
1896	3	3	23	9	16	...	54	38	64	42	20	22	3	189
1897	4	6	34	4	9	...	57	33	27	43	8	9	...	120
1898	3	6	19	8	10	...	46	85	44	56	5	20	1	211

E.—Comparative Statement showing the reported number of maritime Wrecks and Casualties in Indian waters, the total tonnage of vessels wrecked, and the number of lives lost, during the years 1865 to 1898 inclusive.

Year.	Number of wrecks and casualties.	Total tonnage lost.	Lives lost.	Remarks.
1865 . . .	28	14,443	6	
1866 . . .	32	15,597	35	
1867 . . .	37	17,417	49	
1868 . . .	20	12,558	19	
1869 . . .	55	25,688	279	
1870 . . .	44	14,809	51	
1871 . . .	47	18,804	118	
1872 . . .	106	34,238	143	Exclusive of four vessels supposed to have been lost.
1873 . . .	42	12,110	3	
1874 . . .	69	16,656	85	
1875 . . .	62	11,193	65	
1876 . . .	110	23,866	95	Does not include the 400 pilgrims lost in the *Hydrie* and 428 in the *Jarad*, both wrecked in the Red sea, nor the Master and crew of both these vessels.
1877 . . .	163	26,847	142	Not including the Master and crew of the *Ariadne* and the *Coda Bux*, supposed to have foundered.
1878 . . .	228	33,873	131	Not including the Master and crew of the *Lady Rawlinson*, supposed to have foundered; and also of the *Futtal Kurrim*, *Fattay Rassak*, *Lady Amherst*, and *William Stevenson*. The tonnage of the *Queenstown*, *City of Palaces*, *Futtal Kurrim*, *Fattay Rassak*, *Lady Amherst* and *William Stevenson* was not reported, and is therefore not included.
1879 . . .	481	32,541	357	The number lost in the *Essex* was not reported.
1880 . . .	206	15,662	120	
1881 . . .	259	17,814	186	Does not include the missing ship *Nebo*.
1882 . . .	393	29,272	155	
1883 . . .	401	21,760	62	
1884 . . .	418	17,109	78	
1885 . . .	445	41,257	515	
1886 . . .	442	15,402	105	
1887 . . .	228	20,022	1,016	Does not include the number of lives supposed to be lost in the *Lamport*
1888 . . .	238	11,739	917	Not including the tonnage of one British Indian vessel and two Native craft which were not given.
1889 . . .	217	9,629	35	
1890 . . .	214	16,993	22	
1891 . . .	231	12,068	240	
1892 . . .	230	10,410	272	
1893 . . .	223	12,428	170	
1894 . . .	234	5,180	81	
1895 . . .	212	7,982	63	
1896 . . .	241	8,147	168	
1897 . . .	177	18,141	96	
1898 . . .	257	11,979	75	

From the foregoing it will be seen that during the past 34 years, *viz.*, from 1865 to 1898 inclusive, the annual average of the reported Wrecks and Casualties in Indian waters has been 193, the average total tonnage lost was 18,107, and the average number of lives lost was 175.

A diagram showing the reported number of maritime Wrecks and Casualties in Indian waters, the total tonnage of vessels wrecked, and the number of lives lost, from the years 1876 to 1898 inclusive, is also appended to this Return.

INDIAN WRECK DEPARTMENT;
PORT OFFICE,
Calcutta, 29th September 1899.

P. J. FALLE, *Commander, R. I. M.*,
Port Officer and Registrar of Wrecks.

TABULAR STATEMENT OF THE WRECKS

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

Number.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.	Cargo and its total value.	Date of Wreck.
1	*Ramprasad*	British Indian brig	48	Goa	Dholera	Cocoanuts, valued at R3,745.	January 13th
2	*Sutlej*	Do. cargo flat	700	Calcutta	Narainguuge	General, valued at R47,250.	Do. 23rd
3	*Labsavai*	Native craft	25	Veraval	Bhavnagar	Coals, value not known	February 4th
4	*Eshwanti*	British Indian muchwa	16	Warsoda	Belikeri	No cargo	Do. 9th
5	*Fatte Kher*	Native craft	63	Porbandar	Calicut	Moog, urad and gram, valued at R4,442-1 9.	Do. do.
6	*Bipti Prasad*	Do. padow	44	Goa	Dholera	Cocoanuts, valued at R2,650.	Do. 10th
7	*Sakhri*	Portuguese Indian galbut	27	Bombay	Navibander	Piece goods, rice, wheat and canvas, valued at R3,500.	Do. do.
8	*Ruparel*	Do. do. padow	40	Do.	Mangrol	Bamboos, planks, iron tank, and old tents.	Do. do.
9	*Narayen Prasad*	British do. do.	9	Newty	Malwan and Bankot.	Cocoanuts, valued at R300.	Do. do.
10	*Lakmiprasad*	Native craft	77	Beypore	Veraval	Wood, cocoanuts, bamboos and bamboo chips, valued at R1,118-8-0.	Do. do.
11	*Deviprasad*	British Indian vessel	9	Bankot	Malwan	Paddy, rice, and ajura, valued at R437.	Do. do.
12	*Fathel Kher*	Arabian buggalow	70	Dinga	Veravel and Bombay.	No cargo	Do. do.
13	*Medusa*	Austrian screw steamer	1,712	Rangoon	Port Said	Rice, value not reported	Do. 12th
14	*Yeshwanti*	British Indian muchwa	7	Jaygad	Bombay	Bamboo pieces, valued at R104.	Do. 17th
15	*Hustani*	Do. do.	5	Ratnagiri	Boria and Pen	No cargo	Do. 18th
16	*Shah Alum*	British Indian wooden brig	182	Lying in the port of Akyab.		Do.	Do. 19th
17	*Latifshai*	British Indian dinghy	26	Kurrachee	Suganda and Mandvi.	Bajri, valued at R740.	Do. 20th
18	*Saraspathy*	Do. do. muchwa	16	Ankola	Cochin	.....	Do. 23rd
19	*Mahadeo*	Do. do.	9	Bombay	Revdanda	No cargo	March 22nd
20	*China*	British screw steamer	4,165	Sydney	London	Wheat, gum lead, wool, leather, silk apples— China and Australian mails, baggage and specie.	Do. 24th
21	*Laxmi*	British Indian pattimar	37	Mora	Calicut	Salt, valued at R3,456	April 14th
22	*Hariprosad*	Do. do. batel	34	Cambay	Bombay	Tobacco and wheat, valued at R6,492.	Do. 20th
23	*Sugarpasa*	Native craft	30	Jodiya	Do.	Wheat, valued at R3,500.	Do. 25th
24	*Daria Dawlat*	British Indian padow	31	Narsari	Do.	Bones, valued at R864	Do. 27th
25	*Rahiman*	Do. do. vessel	7	Naraothna	Karanja and Bombay.	Fuel grain and pulse, valued at R169-8.	May 16th
26	*Pulton*	Do. do. dinghy	3	Kotesar	Sirgunda	No cargo	Do. 21st
27	*Mecca*	Do. screw steamer	919	Calcutta	Rangoon	Coals and a general cargo value not reported.	Do. 23rd
28	*Dolatpasa*	Native craft	38	Calicut	Dwarka	Timber logs, slips, molasses, ground nuts, tobacco, etc., valued at R2,963.	June 17th
29	*Bunder Singar*	British Indian dinghy	13	Punjguja	Kurrachee	Rice, urad, mustard and wool, valued at R670.	Do. 22nd
30	*Doorga Lama*	Do. do. schooner	52	Chocdoon	Chittagong	Paddy, value not stated	Do. 26th
31	*Fatema Khatoon*	British Indian schooner	100	Do.	Do.	Paddy, value not stated	July 26th
32	*Lakshmiprasad*	Native craft	10	Bavliari Bhatta	Bhavnagar	Firewood, value at R20.	Do. 27th
33	*Yeshwanti*	British Indian muchwa	12	Jaitapur	Calicut	No cargo	September 12th
34	*Mount Tabor*	British screw steamer	1,397	Cebu	Singapore and Liverpool.	Sugar, hemp, and copra, value not stated.	Do. 15th
35	*Lakshmiprasad*	British Indian mandi	10	Goga	Broach	Gunny bags, valued at R6-4.	Do. 22nd
36	*Muchno Macheri*	Native craft	9	Bavliari Bhatta	Bhavnagar	Firewood, valued at R15.	October 1st

Waters during the year 1898.

Position of Wreck and name of shoal, etc.	General locality where Wreck occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	Number of lives lost or saved.
Five miles from the *Dholora* light-house, Chill creek.	Gulf of Cambay	Grounding—Error of the Tindal	All lost	None lost.
On a sand bank in the Dooa Agra river, Soonderbunds.	Bay of Bengal	Do. do. of the Master	Partially lost	Do.
Near the Piram light-house	Gulf of Cambay	Sprung a leak—Unknown	All lost	Do.
On the Mitbad coast, between Deogad and Achra.	Bombay coast	Stranding—Heavy weather	.....	Do.
At Edwan, a sub-port of Dantivra	Do. do.	Do. do.	Partially lost and partly damaged.	Do.
About 3 miles from Umbergaon bander	Do. do.	Do. do.	Partially lost	Do.
At Usarni, a sub-port of Kelwa bander	Do. do.	Do. do.	Partially lost and partly damaged.	Do.
About 4 miles from Dudgam	Do. do.	Do. do.	Do. do.	Do.
About 8 miles from Harnai	Do. do.	Do. do.	Partially lost	Do.
At Usarni, a sub-port of Kelwa	Do. do.	Do. do.	Partially lost and partly damaged.	Do.
Off Palsheth bander	Do. do.	Do. Tides and currents	Do. do.	Do.
Within the port of Bandra, off Danda	Do. do.	Do. Heavy weather	...	Do.
On Great Cocos island, Marshal channel, North Andamans.	Bay of Bengal	Do. Error of the Master	All lost	Do.
At the foot of the Tolkessur hill, Anjanvel creek.	Bombay coast	Do. Tides and currents	Partially lost	Do.
At the entrance of the Mirya creek	Do. do.	Do. Heavy weather	...	Do.
At anchor in the port of Akyab	Burma do.	Fire—Carelessness of the work	...	Do.
Sir creek, Indus river	Sind do.	Grounding—Error of the Tindal	All lost	Do.
Off Ponani	Bombay do.	Collision with the *Bhundara*—Not exhibiting light.	...	Do.
Kennery island, off Thul	Do. do.	Stranding—Error of the Tindal	...	Do.
On the Azalia rock, off Perim island	Gulf of Aden	Do. Error of the Master	Partially lost and partly damaged.	Do.
At Mochiwad, off the Vingurla light-house	Bombay coast	Foundering—Accidental	All lost	Do.
On a sand bank at the mouth of the Mahi river	Gulf of Cambay	Grounding—Heavy weather	Do.	Do.
On a rock near Chaukh	Do. do.	Stranding—Tides and currents	All lost	Do.
On a sand bank at Narsari, on the Poorna river.	Bombay coast	Grounding—Heavy weather	None lost	Do.
On a sand bank, off the Rewas pier, Karanjo creek.	Do. do.	Stranding—Error of the Tindal	Do.	Do.
In the Sir creek, Indus river	Sind do.	Do. —Heavy weather	.....	Do.
In Lat. 20° 45′ N., Long 88° 45′ E.	Bay of Bengal	Collision with the *Lindula*—Error of the Master.	All lost	47 lives lost.
On a rock on the western coast of Ratdi	Kathiawar coast	Stranding—Heavy weather	Do.	None lost.
Near Babiya Putan on the river Mootni	Sind do.	Foundering—Heavy weather	Do.	Do.
Exact locality not reported	Bay of Bengal	Do. do.	Do.	10 lives lost.
Exact position not reported	Do. do.	Foundering—Heavy weather	All lost	11 lives lost.
Near Bavliari Bhatta	Gulf of Cambay	Grounding— Do.	Do.	None lost.
Near the Basarading hill North Kanara district.	Bombay coast	Stranding—Accidental	...	Do.
North of the island of Socotra in Lat. 12° 40′ N. Long. 53° 40′ E.	Gulf of Aden	Fire—Spontaneous combustion	All lost	Do.
On a sand bank between the Alia Bet and Suwa Vengani villages on the Nerbudda river.	Gulf of Cambay	Grounding—Tides and currents	Do.	Do.
About 8 miles from Bavliari Bhatta	Bombay coast	Stranding—Tides and currents	Do.	Do.

Number.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.	Cargo and its total value	Date of Wreck.
37	*Cargo Boat No. 104*	Native craft	50	Calcutta	Balasore	Kerosine oil, valued at R3,795.	October 10th.
38	*Nagoor Meera Saiboo*	British Indian brig	206	Porto Novo	Masulipatam	Ninnumuloo, valued at R7,500.	November 10th.
39	*Atheletchmy*	Do.	176	Negapatam	Akyab	Earthen wares, valued at R1,300.	Do. 14th.
40	*Ramprasad*	British Indian vessel	16	Vingurla	Ratnagiri	Chillies, betelnuts, gingelly and cocoanut oil, valued at R1,082-12.	Do. 10th.
41	*Rooparel*	Native craft	41	Bhavnagar	Mahuva and Bombay.	Yellow ochre, etc., carriage and horse.	Do. 30th
42	*Mobile*	British screw steamer	917	Bombay	Aden and Red sea ports.	General, principally flour and jowari, value not stated.	December 10th
43	*Ruparel*	Native craft	41	Goa	Mangalore and Colombo.	Mangalore tiles, valued at R596.	Do. 17th
44	*Minnet*	Swedish wooden barque	490	Hamlyn	Negapatam	Sleepers	Do. 28th
45	*Patteh Reman*	Arabian buggalow	140	Busrah	Kurrachee	Dates, valued at R14,000.	Do. 30th
46	*Khatanpasa*	British Indian vessel	47	Veraval	Bombay and Porbandar.	Cotton seeds, furniture and pieces of iron, valued at R3,600.	Do. do.

during the year 1898—continued.

Position of Wreck and name of shoal, etc.	General locality where Wreck occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	Number of lives lost or saved.
At the entrance of the Balasore river . .	Orissa coast . .	Foundering—Heavy weather . .	Partially lost and partly damaged.	None lost.
Between the Masulipatam bar and Point Divi .	Madras do. . .	Do.— Tides and currents . .	All lost .	Do.
About 10 miles off the end of the second Barongas.	Bay of Bengal . .	Do.— do.	Do. .	Do.
At the mouth of the Rajivala creek near Bhatia in Ratnagiri.	Bombay coast .	Stranding—Heavy weather . . .	Partially lost and partly damaged.	Do.
At the mouth of the Thapan creek, near Mahuva	Kathiawar do. .	Do.— do.	Do. do. .	Do.
Off Towartit reefs, near Swakin . . .	Red Sea . . .	Do.— Error of the Master . .	Do. do. .	Do.
Off mount Dilly	Malabar coast . .	Foundering—Accidental . . .	All lost . . .	Do.
About 20 miles south of Negapatam . . .	Do. do. .	Stranding—Error of the Master . .	Partially lost, value not stated.	Do.
Off the East groyne, Kurrachee harbour . .	Sind do. .	Foundering—Bad construction . .	All lost . . .	Do.
Near Ratia opposite Navibander . . .	Kathiawar do .	Capsized—Heavy weather . . .	Partially lost . .	1 life lost.

NOTES TO ACCOMPANY THE WRECKS STATEMENT FOR 1898.

JANUARY.

1. **Ramprasad.**—A British Indian sailing brig, of Surat, 48 tons register, official No. 3063, age 40 years, classed as a country craft, bound from Goa to Dholera, with a cargo of cocoanuts, valued at Rs. 3,745, and a crew of 10 men.

Grounded on a sand bank at a distance of 5 miles from the Dholera light-house, in the Chill creek, gulf of Cambay, at 6 A.M. of the 13th January. She was ultimately upset and broken in pieces. The cargo was totally lost. No life lost. The value of the vessel is estimated at Rs. 2,500.

2. **Sutlej.**—A British cargo flat, of Calcutta, 700 tons register, no official number, age 15 years, bound from Calcutta to Narraingunge, with a general cargo, valued at Rs. 47,250, and a crew of 17 men.

The flat grounded on a falling tide on a sand bank in the Dooa Agra river, Soonderbunds, bay of Bengal, at noon of the 23rd January, receiving such injury as prevented her floating sufficiently long to effect salvage, and was finally lost. The cargo was partially lost, value estimated at Rs. 30,000. No life lost. The vessel is valued at Rs. 32,000. The accident is attributed to an error of the Master.

FEBRUARY.

3. **Labsavai.**—A British Indian padow, of Bhavnagar, 25 tons register, official number not known, age 60 years, bound from Veraval to Bhavnagar, with a cargo of coals, value not known, and a crew of 9 men.

Sprung a leak near the Piram light-house, gulf of Cambay, and sank at 8 P.M. of the 4th February. The whole of the cargo was lost. No life lost. The value of the vessel is estimated at Rs. 400.

4. **Eshwanti.**—A British Indian muchwa, of Ratnagiri, 16 tons register, official No. 9943, age 25 years, classed as a country craft, bound from Waroda to Belikeri, with crew of 6 men, no cargo.

Stranded on the Mitbad coast, between Devgad and Achra on the Bombay coast, at 4 A.M. of the 9th February. The vessel not being able to bear up against the force of the wind, was driven ashore and dashed to pieces. No life lost. The value of the vessel is estimated at about Rs. 300.

5. **Fatte Kher.**—A native craft, of Veraval, 63 tons register, official No. 9, age 6 years, classed as a kotia, bound from Porbandar to Calicut, with a cargo of grain, consisting of moog, uréd and gram, valued at Rs. 4,442-1-9, and a crew of 8 men.

Stranded at Edwan, a sub-port of Dantivra, Bombay coast. The vessel while at anchor was driven on a rock by the force of the wind and was broken to pieces at 8 P. M. of the 9th February. The cargo lost is valued at Rs. 1,800, and about Rs. 1,400 damaged. No life lost. The value of the vessel is estimated at Rs. 2,500.

6. **Bipti Prasad.**—A British Indian padow, of Billimora, 44 tons register, official No. 3764, age 33 years, bound from Goa to Dholera, with a cargo of cocoanuts, valued at Rs. 2,650, and a crew of 9 men.

This vessel left Goa and went to Dahanu, and on leaving this place on the 10th February she encountered a sudden and severe gale of wind which tore her sails to pieces and drove her on to a rock at a distance of 3 miles from Umbergaon, Bombay coast, where she broke up at 1 P.M. of the same day. Cargo to the amount of Rs. 1,900 was lost, and about Rs. 200 damaged. No life lost. The value of the vessel is estimated at Rs. 850.

7. **Sakhri.**—A Portuguese Indian galbut, of Goa, 27 tons register, official No. 37, age 15 years, bound from Bombay to Navibandar, with a cargo of piece goods, rice, wheat, and canvas, valued at Rs. 2,500, and a crew of 9 men.

This vessel was at anchor at Usarni, a sub-port of Kelwa bander, Bombay coast, when a heavy sea and wind broke her anchor rope and dashed her on the rocks, where she became a total wreck at 1 P.M. of the 10th February. Cargo to the value of Rs. 1,200 was lost, and about Rs. 300 damaged. No life lost. The value of the vessel is estimated at Rs. 1,500.

8. **Ruparel.**—A Portuguese Indian padow, of Goa, 40 tons register, official No. 9, age 9 years, bound from Bombay to Mangrol, with a cargo of bamboos, planks, an iron tank, and some old tents, valued at Rs. 640, and a crew of 6 men.

This vessel after leaving Bombay for Mangrol encountered squally weather, had her sails torn, and she was driven on to a rock at a distance of about 4 miles from Dudgam, Bombay coast, where she was broken to pieces at midnight of the 10th February. Cargo lost is valued at Rs. 180, and about Rs. 200 worth damaged. Four of the crew were lost, but the Tindal and one Khallasie landed safely by means of a plank. The value of the vessel is estimated at Rs. 2,000.

9. **Narayen Prasad.**—A British Indian padow, of Malwan, 9 tons register, official No. 2632, age 17 years, bound from Newty to Malwan and Bankot, with a cargo of cocoanuts, valued at Rs. 300, and a crew of 5 men.

Encountered a gale at Karajgam, about 8 miles from Harnai, Bombay coast, and had her sails torn, and the vessel was driven ashore and broken to pieces at 6-30 P.M. of the 10th February. Cargo to the amount of Rs. 275 was lost. No life lost. The value of the vessel is estimated at Rs. 600.

10. **Lakhmiprasad.**—A native craft, of Junagad, 77 tons register, official No. not known, age 5 years, classed as a kotia, bound from Beypore to Veraval, with a cargo of wood, cocoanuts, bamboos, and bamboo chips, valued at Rs. 1,118-8, and a crew of 8 men.

Encountered a storm at Usarni, a sub-port of Kelwa, Bombay coast, and had her sails torn. She then anchored, but parting from her anchor, she was driven to the rocks and broken to pieces at 1 P. M. of the 10th February. Cargo of the amount of Rs. 200 was lost, and about Rs. 150 was damaged. No life lost. The value of the vessel is estimated at Rs. 4,000.

11. **Deviprasad.**—A British Indian vessel, of Malwan, 9 tons register, official No. 2829, age 17 years, bound from Bankot to Malwan, with a cargo of paddy, rice, and ajura, of the aggregate value of Rs. 437, and a crew of 5 men.

This vessel was anchored off Palsheth, Bombay coast, and one of her cables being broken during a gale, she dragged the other ashore, and was dashed

to pieces at 5 P. M. of the 10th February. Cargo to the amount of Rs. 240 was lost, and about Rs. 60 was damaged. No life lost. The value of the vessel is estimated at Rs. 300.

12. **Fathel Kher.**—An Arabian buggalow, of Linga, 71 tons register, no official number, age 10 years, bound from Linga to Veraval and Bombay with a crew of 15 men; no cargo.

This vessel having discharged her cargo at Veraval, sailed for Bombay on the evening of the 6th February and sighted the outer lighthouse on the evening of the 9th, but owing to adverse winds and high seas she anchored near Danda where she dragged her anchor, ran on the rocks and was wrecked at 5 P. M. of the 10th idem. The value of the vessel is estimated at Rs. 5,000. No life lost.

13. **Medusa.**—An Austrian screw steamer, of Trieste, 1,712 tons register, official No. 9767, age 15 years, classed at Trieste, 1st class, bound from Rangoon to Port Said with a cargo of rice, value not stated, and a crew of 48 men.

Stranded on Great Cocos island, Marshall channel, North Andamans at 6 P. M. of the 12th February and was totally lost with all her cargo of white rice. She was broken in half and the two parts are submerged. The wreck lies sunk from 6 to 8 fathoms water bearing S. 27° E. true, from Table island lighthouse. No life was lost; the Officers and crew having been rescued by the R. I. M. S. *Minto*. The value of the vessel and cargo is not reported. The accident is attributed to the Master having gone nearer the shore than he should have.

14. **Yeshwanti.**—A British Indian muchwa, of Ratnagiri, 7 tons register, official No. 8704, age 30 years, classed as a country craft; bound from Jaygad to Hedvi, a subport of Boria, and Bombay with a cargo of bamboo pieces, valued at Rs. 104, and a crew of 5 men.

Encountered a violent gale at the entrance of the Anjanwel creek, just at foot of the Tolkeshwar hill, Bombay coast, and was forced to seek shelter at Bhik bander, where the cable parted and she was driven on the rocks and broken in pieces at 9 P. M. of the 17th February. Cargo to the value of Rs. 79 was lost. No life lost. The value of the vessel is estimated at Rs. 200.

15. **Hussani.**—A British Indian muchwa, of Ratnagiri, 5 tons register, official No. 9472, age 26 years, classed as a country craft, bound from Ratnagiri to Boria and Pen, with a crew of 6 men, no cargo.

Encountered a gale at the entrance of the Mirya creek, Bombay coast, and the cable having parted she was driven ashore and broken in pieces at 4 P. M. of the 18th February. No life lost. The value of the vessel is estimated at Rs. 500.

16. **Shah Alum.**—A British Indian wooden brig, of Chittagong, 182 tons register, official No. 11 of 1893, age 14 years, was lying in the port of Akyab with a crew of 16 men, no cargo.

The vessel was in double anchor in the port of Akyab at about 8-30 P. M. of the 19th February and smoke was seen coming out of the aft-hold which kept increasing when the hatch was opened. Assistance was given by the crew of other vessels in the port, by the Custom House men, and the Police, but to no purpose. She was ultimately taken ashore where she was totally burnt down. It is believed that the fire was caused from embers thrown carelessly about by the men who were working in the hold during the day and must have been smoking their *hookahs* there at the time. No life was lost. The value of the vessel is estimated at Rs. 12,000.

17. **Latifshai.**—A British Indian dinghy, of Cutch Mandvi, 26 tons register, official No. 225-C, age 15 years, classed as a country craft; bound from Kurrachee to Sirganda and Mandvi, with a cargo of bajri, valued at Rs. 700, and a crew of one man.

Owing to some carelessness on the part of the Tindal, the vessel grounded on the Sir creek, Indus river, Sind coast, and was totally lost at 2 A. M. of the 20th February. The whole of the cargo was lost. No life lost. The value of the vessel is not reported.

18. **Saraspathy.**—A British Indian muchwa, of Sannikotta, 16 tons register, official number not known, age 5 years, not classed, bound from Ankola to Cochin with 22 empty casks and 27 bags of rice, value unknown, and a crew of 6 men.

This vessel was proceeding on her voyage to Cochin and when off Ponani she accidentally collided with the S. S. *Bhundara*, had her mast broken, and as she filled with water she foundered and was totally lost, at 2-45 A. M. of the 23rd February. The whole of the cargo was lost. No life lost. The value of the vessel is estimated at Rs. 700. The accident is attributed to the muchwa not exhibiting light.

MARCH.

19. **Mahadeo.**—A British Indian muchwa, of Rajpuri, 9 tons register, official No. 56, age not known, classed as a country craft, bound from Bombay to Revdanda, with a crew of 7 men, no cargo.

The vessel had anchored for the night under Kennery island, off Thul bander, Bombay coast; and in getting under weigh the next morning she was driven to leeward and broken on the rocks at 7-30 A. M. of the 22nd March. The accident is attributed to an error of the Tindal. No life lost. The value of the vessel is estimated at Rs. 200.

20. **China.**—A British screw steamer, of Belfast, 4,165 tons register, official No. 104467, age 3 years, bound from Sydney to London, with a cargo of wheat, gum, lead, wool, leather, silk and apples, and with the China and Australian mails, baggage and specie, value not stated; 409 passengers, and a crew of 316 men.

This vessel left Aden on her voyage for London and intermediate ports at 2 P. M. of the 24th March and was in a safe and seaworthy condition and manned and "found" in every way so that there was nothing to exclude the hope of a prosperous voyage. She continued in this condition till she stranded on the Azalia rock, Perim island, gulf of Aden, at 8-19 P. M. of the same date. No lives were lost, and nobody injured. The S. S. *Carthage* arrived from Aden and received the passengers, mails, specie, and baggage, on board, and proceeded with them to London. About 30 cases of passengers' luggage were damaged by water. The value of the damage to the cargo and vessel is unknown, but salvage operations were commenced soon after stranding with a view to saving the vessel and cargo.

A Court of Inquiry held under Section 8 of the Merchant Shipping Act V of 1883, as amended by Act VI of 1891, to investigate the circumstances attending the stranding of the *China*, framed the following charges against the Master:—1st—Setting an improper course. 2nd—Neglecting to use the lead. 3rd—Neglecting the sufficient use of the hand log to ascertain the speed, especially as no patent log was in use. The Court considered that the stranding of the *China* was caused by the grave error and default of the Master in that he set and pro-

ceeded on a course in which he expected to sight Obstruction Point light, but that course being outside the arc of its visibility he could not possibly sight it. The Court also considered that the Master did all that was possible to do after stranding to allay panic and save life, specie, and mails, and that he did it with complete success and averted by his prompt and judicious manner what might have been a serious loss of life. Taking this into consideration and also that the Master has been in command of large ships for 17 years and has always borne the character of a careful and skilful navigator, that he was not well served by his subordinate, the Supernumerary 2nd Officer, the Court suspended his certificate as Master for a period of six calendar months and recommended him in the meanwhile a certificate of First Mate which the Master declined to accept. The Court were further of opinion that the Supernumerary 2nd Officer who was on the bridge when the course was altered to N. 48W., thought that this was an improper and dangerous course and neglected to see that the Master comprehended the representation which he was stated to have made to him upon this matter and which the Master states, and the Court believes, he never heard. Had he done so, the calamity would in all probability never have occurred. As the Master was in sole charge of the ship, the Court cannot deal with this officer's certificate; but it considers him deserving of severe censure for not impressing on the Master that the course he was steering was too fine and would shut out Obstruction Point light.

APRIL.

21. **Laxmi.**—A British Indian pattiman, of Malwan, 37 tons register, official No. 2754, age not known, classed as a country craft, bound from Mora to Calicut, with a cargo of salt valued at Rs. 3,456 and a crew of 10 men.

Sprung a leak at Mochimad off the Vingurla rock lighthouse about 20 yards from the shore. The Tindal at once made for the shore, but in her leaky condition the vessel could not make way against the strong northerly wind, and failing to get into the port, drifted southwards till she filled with water and sank near the shore at 2 A. M. of the 14th April. The whole of the cargo was lost. No life lost. The value of the vessel is estimated at Rs. 700.

22. **Hariprasad.**—A British Indian batel, of Cambay, 34 tons register, official No. 19, age 40 years, classed as a country craft, bound from Cambay to Bombay, with a cargo of tobacco and wheat, valued at Rs. 6,492 and a crew of 8 men.

Grounded on a sand bank at the mouth of the river Mahi opposite the Dolia Khadi between Dehgam and Kambra, in the gulf of Cambay, and was upset and finally lost at 8 P. M. of the 20th April. The whole of the cargo was lost. No life lost. The value of the vessel is estimated at Rs. 700.

23. **Daria Dowlat.**—A British Indian padow, of Broach, 31 tons register, official No. 1879, age 48 years, classed as a country craft, bound from Navsari to Bombay, with a cargo of bones valued at Rs. 864, and a crew of 6 men.

Grounded on a sand bank at Navsari, in the Poorna river, Machad creek Bombay coast. She was upset and finally lost at 7 P. M. of the 27th April. No loss of cargo. No life lost. The value of the vessel is estimated at Rs. 300.

24. **Sugarpasa.**—A native craft, of Jodiya, 30 tons register, official No. 342, age 10 years, bound from Jodiya to Bombay with a cargo of wheat, valued at Rs. 3,500, and a crew of 5 men.

This vessel set sail from Jodiya on the 20th April and on the voyage struck against a rock and one of the planks giving way she filled with water and sank near Chaukh in the gulf of Cutch on the 25th April. The whole of the cargo was lost. No life lost. The value of the vessel is estimated at Rs. 3,500.

MAY.

25. **Rahiman.**—A British Indian vessel, of Ratnagiri, 7 tons register, official No. 9379, age not known, classed as a country sailing craft, bound from Nagothna to Karanja and Bombay, with a cargo of firewood valued at Rs. 40 and grain and pulse of the value of Rs. 129-8-0 and a crew of 4 men.

Stranded on a sand bank off the Rewas pier, Karanja creek, Bombay coast, whilst on her way from Nagothna to Bombay and was broken to pieces by the violence of the waves at noon of the 16th May. The accident is attributed to the Tindal of the vessel being unacquainted with the creek, and to his ignorance of the existence of the sand bank and its proximity to the channel. The whole of the cargo was lost. No life lost. The value of the vessel is estimated at Rs. 100.

26. **Putton.**—A British Indian dinghy, of Kurrachee, 3 tons register, official number not stated, age 40 years, classed as a coasting craft, bound from Kotesar to Sirgunda, with 13 passengers, and a crew of 2 men. No cargo.

Encountered bad weather, stranded in the Sir creek, Indus river, Sind coast, and was totally wrecked at 7 A. M. of the 21st May. The passengers and crew were saved by being transferred to another boat which was passing by at the time. The value of the boat is not stated.

27. **Mecca.**—A British screw steamer, of Glasgow, 919 tons register, official No. 68059, age 25 years, classed at Lloyd's, bound from Calcutta to Rangoon with a cargo of coals, a small quantity of general cargo, and a crew of 75 men.

This vessel left Calcutta for Rangoon, and at 5 A.M. of the 23rd May she was sighted and signalled by the S. S. *Lindula* which had become disabled by her shaft breaking; and as soon as the *Mecca* came near enough, the mails and passengers were transferred from the *Lindula*, and it was arranged that the *Mecca* should tow her back to the Sandheads. The transhipment of the mails and passengers commenced at 7 A. M. and was concluded at noon. At 2 P. M. the *Lindula* passed a hawser to the *Mecca*, but for some reason the *Mecca* did not actually begin to tow the *Lindula* until 8-55 P. M. The *Lindula* proceeded under tow all that night and until 4-40 A. M. of the 24th May when the bridle on board the *Mecca* gave way. The *Lindula* thereupon hove in her cable and wire; this took some little time as the cable was then off the windlass. When this was done, the Chief Officer of the *Mecca* came over in a gig to the *Lindula* to fetch away the line attached to the *Lindula's* hawser, with the object of getting the hawser again over to the *Mecca*; the Captain of the *Mecca* having signalled that he would take the *Lindula* in tow again. At that time the Captain and Chief Officer of the *Lindula* and the Chief Officers of the *Mecca* were in the forecastle of the *Lindula*. The *Lindula* was then heading north-west and the *Mecca* was heading nearly in the same direction on the port bow of the *Lindula* about one-eighth of a mile from her. The vessels were then about 18 miles south-east by east of the Mutlah lightship. The *Mecca* was then going at about 6 knots an hour, and the *Lindula* having the wind abaft her port beams,

the wind being then fresh and strong and the sea rough, was forging ahead slightly. The *Mecca* approached and struck the stern of the *Lindula* with her starboard side, about 30 feet abaft the bridge, causing a large rent below the *Mecca's* waterline about abreast of her funnel. Just before she collided, the *Mecca* starboarded her helm and went on full speed, the Captain probably finding that he was too near to the *Lindula*. The stem of the *Lindula* was by the force of the collision twisted round and the *Mecca* went clear and passed aft on the starboard side of the *Lindula* and subsequently appeared on her port quarter owing to the drifting of the *Lindula*. The Chief Officer of the *Mecca* put off in his gig just after the collision and boarded his vessel on the port side just as she passed on the starboard side of the *Lindula*. The Captain of the *Lindula* seeing the damage done and knowing that the *Mecca* must founder, gave orders to clear his boats; this was promptly done and a signal hoisted to the *Mecca* to keep close. The collision took place at 6-10 A. M. and at 8-20 A. M., the *Mecca* which was then between 4 and 5 miles distant from the *Lindula* foundered, going down with her Captain, the sole person on board at the time. Altogether 47 persons are stated to be drowned, *viz.*, 33 passengers, the Captain and 2nd Engineer of the *Mecca*, the 2nd Engineer of the *Lindula*, and 11 of the crew of the *Mecca*. No direct evidence of the actual death of all these persons could be obtained, but they were found to be missing when the *Lindula* left the scene of the collision to return to Calcutta. The whole of the cargo was lost with the vessel, value not stated.

A Court of Inquiry held under Section 7, Act V of 1883 (The Indian Merchant Shipping Act), as amended by Act VI of 1891, for the purpose of making an investigation into the cause of the loss of the S. S. *Mecca*, were of opinion that the collision was due to an error of judgment on the part of the Captain of the *Mecca* in approaching too close to the *Lindula* when endeavouring to pick up his boat with the hawser on board it; that it was exceedingly probable that the Captain when approaching the *Lindula* was unaware that that vessel was forging ahead; but the Court had, through the death of the Captain, been deprived of any evidence which might have possibly been forthcoming to exculpate him. It appeared that when discovering he was too near to the *Lindula* he starboarded his helm with the object of running clear, but that the wind and sea being strong on his starboard quarter, prevented his ship from answering to her helm at the pace his ship was then moving, and that this accounted for his going on at full speed just before the collision occurred. The Court added that having regard to the uncertainty as to the extent of the damage done to the *Mecca* by the collision, although the closing of the water-tight door would have actually saved the vessel, yet they considered that the Chief Engineer of the *Mecca* should be severely censured for neglecting this precaution even though it may not have resulted in success, seeing that he was not in a position to know the exact amount of damage done.

JUNE.

28. **Dolatpasa.**—A native craft, of Dwarka, 38 tons register, official No. 1836, age 10 years, classed as a country craft, bound from Calicut to Dwarka, with a cargo of timber logs, bamboo slips, molasses, ground nuts, tobacco, etc., of the aggregate value of Rs. 2,863, and a crew of 5 men.

Encountered severe weather on her way from Calicut to Dwarka and her sail being torn through the violence of the gale she was driven on the rocks at

Ratdi on the Bombay coast and broken to pieces at midday on the 17th June. The whole of the cargo was lost. No life lost. The value of the vessel is estimated at Rs. 2,500.

29. **Bunder Singar.**—A British Indian dinghy, of Keti bander, 13 tons register, official No. 1927, age 4 years, bound from Kurrachee to Punjguja with a cargo of rice, oorid, mustard, and wool, valued at Rs. 670, one passenger and a crew of 4 men.

Encountered a gale near Babiya Putan on the Mootni river, Shah bander district, Sind coast, at noon of the 22nd June, sprung a leak, and foundered. The whole of the cargo was lost. No life lost. The value of the vessel is estimated at Rs. 800.

JULY.

30. **Doorga Lama.**—A British Indian wooden schooner, of Chittagong, 52 tons register, official number not given, age 15 years, bound from Chedooa to Chittagong with a cargo of paddy, value not stated, and a crew of 10 men.

The schooner left Chedooa for Chittagong, and as up to the 26th July (the date of the Report) she had not been heard of, it is presumed that she encountered a severe storm and has been lost with all her cargo and crew.

31. **Fatema Khatoon.**—A British Indian wooden schooner, of Chittagong, 101 tons register, official number not given, age 3 years, bound from Chedooa to Chittagong with a cargo of paddy, value not stated, and a crew of 11 men.

The schooner left Chedooa for Chittagong, with her cargo, and as up to the 26th July (the date of the Report), she had not been heard of, it is presumed that she encountered severe weather and has been lost with all her cargo and crew.

32. **Laxmiprasad.**—A native craft, of Bhavnagar, 10 tons register, official No. 391, age not known, classed as a country craft, bound from Bavliari Bhatta to Bhavnagar, with a cargo of firewood, valued at Rs. 20, five passengers, and a crew of four men.

Encountered bad weather near Bavliari Bhatta in the gulf of Cambay, and as she ran aground, she filled with water and foundered with all her cargo at 2 P. M. of the 27th July. No life lost. The value of the vessel is estimated at Rs. 100.

AUGUST.

No wrecks reported during this month.

SEPTEMBER.

33. **Yeshwanti.**—A British Indian muchwa, of Viziadurg, 12 tons register, official No. 4851, age 59 years, bound from Jaitapur to Calicut, with a crew of 6 men, no cargo.

This vessel was at anchor near Basaradurg hill, a sub-port of Honavar, in North Kanara district, Bombay coast; the anchor rope having been bitten through by a sea tortoise, she was driven ashore and totally wrecked at 4 A. M. of the 12th September. No life lost. The value of the vessel is estimated at Rs. 500.

34. **Mount Tabor.**—A British screw steamer, of Glasgow, 1,398 tons register, official No. 86685, age 16 years, classed at Lloyd's 100 A. 1, bound from Cebu to Singapore and Liverpool, with a general cargo consisting of sugar, hemp and copra, value not stated, and a crew of 32 men.

The *Mount Tabor* left Cebu for Liverpool on the 12th August. On the 15th September at about 1-30 A.M. the weather being strong monsoon, the wind blowing fresh from southerly direction with rough sea, and the course being west, the vessel was making about 5 knots. She was then north of the island of Socotra. The 3rd Engineer came on watch at midnight of the same day and looked about between 12 and 1 A.M. and found everything correct. There was no indication of any fire in the ship then, but at about 1-25 A. M. he was alarmed by a Japanese fireman, and on going into the bunker he saw through the bulkhead and in the cargo contained in No. 2 hold a small fire. He called out the fire alarm. Immediately on the alarm being given every effort was made and continued for seventeen hours to extinguish the fire, but without success. A short time after the fire was discovered the British S. S. *Telena* was sighted and spoken to, and she stood by to render assistance. The Captain of this vessel offered to take *Mount Tabor* on to Aden, if the fire could be kept under and three unsuccessful attempts were made to pass the hawser. In one of these attempts there was a collision between the two vessels. Seeing that the fire was gaining ground and the forepart of the vessel completely enveloped in flames and the iron deck before the bridge buckled with the heat the Master and the Officers of *Mount Tabor* determined to abandon the vessel. She was anchored in Lat. 12° 40′ N. and Long. 53° 40′ E. gulf of Aden in 15 fathoms of water, and abandoned. The officers and crew saved some of their kit and all were brought to Aden by the S. S. *Telena* at 7 A. M. on the 18th September 1898. No lives were lost, but some men suffered from asphyxia caused by smoke. They have since recovered. The value of the vessel is not stated.

A Court of Inquiry held under Section 8 of the Merchant Shipping Act V of 1883, as amended by Act VI of 1891, to enquire into the circumstances attending the above shipping casualty, were unable to trace the cause of the fire and could only attribute it to spontaneous combustion in the cargo. They also considered that neither the Master nor any of the Officers or Engineers of the ship are directly to blame for the casualty, nor for the abandonment of the vessel.

35. **Laxmiprasad.**—A British Indian navdi, of Gogo, 10 tons register, official No. 295, age unknown, classed as a country craft, bound from Gogo to Broach with a cargo of gunny bags, valued at Rs. 6-4-0 and a crew of 4 men.

Grounded on a sandbank between Alia Bet and Suwa Vengani villages in the Nerbudda river, gulf of Cambay, being driven ashore by a strong tide as she was coming to Broach and was broken to pieces, at 2 A.M. of the 22nd September. The whole of the cargo was lost. No life lost. The value of the vessel is estimated at Rs. 125.

OCTOBER.

36. **Machno Macheri.**—A native craft, of Bhavnagar, 9 tons register, official No. 529, age not known, bound from Bavliari Bhatta to Bhavnagar with a cargo of firewood valued at Rs. 15, and crew of 6 men.

This vessel sailed from Bavliari Bhatta, and after she had proceeded seven or eight miles she was driven by the force of the tide on a sand bank, and the

planks on both sides of the vessel having given way, she sprung a leak and ultimately broke in pieces at 7 P.M. of the 1st October. The whole of the cargo was lost. No life lost. The value of the vessel is estimated at Rs. 125.

37. **Cargo Boat No. 104.**—A native craft, bugle fashion, 50 tons register, no official number, age 12 years, bound from Calcutta to Balasore, with a cargo of kerosine oil, valued at Rs. 3,795 and a crew of 7 men.

This vessel arrived at the anchor buoy Burabulong river, at 6 A.M. of the 10th October, but meeting with the ebb-tide, she could not enter the river. She, however, anchored outside and waited for the next flood-tide which made at 4 P. M. At this time the wind had increased greatly. The boat weighed anchor and put up her jib sail, and although she was running very fast before the gale, it was so strong from the south-south-easterly direction that it filled her with heavy seas and she sank at 4 P. M. of the same day at Balasore at the entrance of the river. A portion of the cargo was lost, and a portion damaged, value estimated at Rs. 1,470. No life lost. The value of the cargo boat is estimated at Rs. 2,500.

38. **Nagoor Meera Saiboo.**—A British Indian wooden brig, of Madras, 206 tons register, official No. 1 of 1895, age 21 years, bound from Porto Novo to Masulipatam with a cargo of minumuloo valued at Rs. 7,500 and a crew of 14 men.

This vessel was at anchor at Masulipatam on the Madras coast, when she encountered a cyclonic storm and dragged her anchor to a distance of 6 miles, midway between the Masulipatam bar and Point Divi and was totally wrecked on the beach Lat. 16° 4′ N., at 5 A.M. of the 11th October. The whole of the cargo was lost. No life lost. The value of the vessel is estimated at Rs. 20,000.

39. **Atheletchmy.**—A British Indian wooden brig, of Coconada, 176 tons register, official No. 1 of 1894, age 4 years, bound from Negapatam to Akyab with a cargo of earthenwares valued at Rs. 1,300, two passengers, and a crew of 19 men.

This vessel left Negapatam at 2 P.M. of the 4th October with her cargo, passengers, and crew; and at midnight, the night being very dark, the wind very high, she was running before the wind when she suddenly struck on some rocks 10 miles off the end of the second Barongas and immediately sank at midnight of the 14th October. The whole of her cargo was lost. No life lost. The value of the vessel is estimated at Rs. 30,000.

A special Court of Inquiry, held under Section 7 of the Indian Merchant Shipping Act, 1883, to investigate the cause of the loss of the above-named vessel, were of opinion that the loss of the brig *Atheletchmy* was due to the Master having altered the alleged safe course he steered till after midnight, when the squall struck the ship. He then apparently steered due north-east on to the Penikyaung or Middle Barongas instead of heaving to. They considered that the action of the Master showed want of skilful seamanship and recommended that he be censured.

NOVEMBER.

40. **Ramprasad.**—A British Indian vessel, of Vingurla, 16 tons register, official No. 1648, age 28 years, bound from Vingurla to Ratnagiri, with a general cargo consisting of chillies, betel-nuts, gingelly oil, cocoanut oil, etc., of the aggregate value of Rs. 1,082-12-0, and a crew of 5 men.

This vessel was anchored at the mouth of the Rejivala creek, near Bhatia, a village near Ratnagiri, Bombay coast; but in attempting to enter the creek during high winds and rough seas, she was driven ashore and dashed to pieces at 5-30 P.M. of the 10th November. The cargo lost is valued at Rs. 751-11-0, and the cargo damaged at Rs. 129-13-0. No life lost. The value of the vessel is estimated at Rs. 350.

41. **Rooparel.**—A native craft, of Bhavnagar, 41 tons register, official No. 480, age not known, bound from Bhavnagar to Mahuva and Bombay, with a cargo of loose yellow clay, a carriage, horse, etc., value not stated, six passengers, and a crew of 7 men.

This vessel whilst proceeding on her voyage, sprung a leak near Mahuva on the Bombay coast, and in attempting to go into the Thopan creek she stranded on a rock and was dashed to pieces at 11 A. M. of the 30th November, cargo to the amount of Rs. 340 was lost, the horse and a few packages only being saved. No life lost. The value of the vessel is estimated at Rs. 1,200. The accident is attributed to the vessel being very old.

DECEMBER.

42. **Mobile.**—A British screw steamer, of Bombay, 930 tons register, official No. 82278, age 18 years, classed at Lloyd's, bound from Bombay to Aden and Red sea ports, with a general cargo, principally flour and jowari, value not stated, and a crew of 60 men.

This vessel belonging to the Bombay and Persia Steam Navigation Company left Bombay on the 23rd November bound for Aden and Red sea ports with a general cargo. The voyage was uneventful as far as Aden which the *Mobile* left on the 3rd December for Suakin off Perim, the usual Red sea course was set and about noon on December 6th Suakin was sighted and was approached by the southern channel. All went well until the ship entered the channel in the harbour. Shortly after 2-30 P.M., the Master mistaking No. 4 beacon for No. 5 ran the ship's head ashore close to No. 4 beacon. As her engines were unable with the help of a stream anchor run out astern to get her off, lighters were brought alongside and the ship was lightened forward; after which she came off at about 3 P.M. on December 7th and proceeded up the harbour, having sustained no injury. When the *Mobile* had arrived off Cemetry Pier in Suakin harbour, her starboard anchor was let go and she was brought up on the south side of the channel and was swung to port to enable her to be made fast to a buoy astern. In swinging, her propeller touched the reef on the southern side of the channel, and about 4 inches was knocked off one of the blades. It was evident that she was brought up in dangerous proximity to the reef on the south side of the channel. While lying in Suakin harbour, the ship was surveyed by the Master and Chief Engineer of the S. S. *Behera* and was pronounced perfectly seaworthy. After discharging and taking in cargo at Suakin the ship was ready to proceed on her voyage to Jeddah on December 8th, but was detained in harbour till the 9th as the Agents had not got her papers ready. Shortly after 0-30 P.M. of the 9th December, the engines were moved slowly ahead and the ship commenced to make her way out of the harbour. There was then a strong wind blowing from the N.-W. or N.-N.-W., and the ship being very light in the bows, was carried across the channel before way could be got upon her and her fore-end touched the reef on the south side of the channel. She appears to have taken about three hours after this to get into position and to have grazed against the reef whilst manœuvring to do so.

At about 3-30 P.M. Her Britannic Majesty's Consul came off to the ship and warned the Master not to proceed on his voyage at so late an hour, but the Master declined to listen to the Consul. It was apparently about 4-20 P.M. when the ship cleared the harbour and a little later the Master set the course N. 12° W. He set this course after laying it down on the chart and gave it to the 3rd Officer who steadied the ship on her course. No alteration was made in the course up to 5-35 P.M. by which time darkness had set in and the weather was hazy. At that time the look-out reported breakers on the port bow, about half a mile distant and just then the ship touched the bottom lightly. The engines were at once ordered full speed astern and the helm put hard-a-port. On heading E.-N.-E. the ship was steadied when she struck again and remained ashore for about an hour and a half after which she was got off. The Captain marked a spot on the chart which he considers to be the place where the ship struck Lat. 19° 17′ N. Long. 37° 19′ E. If the course had been correctly steered the ship at the time she struck had been carried about three-fourths of a mile to the westward of her course in about an hour, and there were no breakers in the immediate vicinity either of the place where she first touched or where she subsequently stranded and while her fore-end was aground there were 10 fathoms of water amidships. At about 7 P.M. the ship came off and the Master then determined to let her drift. The night was dark, cloudy and hazy and he had no means of ascertaining his position. The lead was cast, while the ship was drifting, every 15 minutes, on the port and starboard sides alternately. At about 2-20 A.M. on the 10th December bottom was found at 15 fathoms. The Master reckoned that the ship had been drifting at the rate of half a mile an hour in an E.-S.-E. direction and he set a course N. 46° W. to take him back to the channel. At about 3-30 A.M. the Master altered the course to N. 12° W. by compass, the engines still going half speed ahead. Shortly after 3-50 A.M. the look-out reported breakers ahead and almost immediately after the ship struck, the engines were at once moved full speed astern, and every effort was made to get the ship off, but in vain. Soundings were taken round the ship which gave 14 fathoms astern, 5 fathoms amidships, and 6 feet forward. The ship began to make water rapidly, and it was ascertained that the rivets on the landing of the plates 3 or 4 strokes from the keel had been worn out, and there was a rent some 16 inches in length between the plates through which water was pouring fast into the ship. Efforts were made to stop the leak and the pumps were set to work to keep down the water, but without success. The 3rd Officer was sent in charge of a boat to Suakin to procure assistance; and subsequently the British Consul, the Ship's Agent, the Commander of the Egyptian Transport, and the Commander of H. M. S. *Salamander* rendered valuable assistance in salving the cargo and ship's stores. Efforts were also made to get the ship off the reef, but they were unsuccessful, and she was finally abandoned on the 24th December. The ship stranded on the Towartit reef, about 17¾ miles N.-N.-E. of Suakin.

A Court of Inquiry was held in Bombay to investigate the circumstances attending the stranding and subsequent loss of this vessel, near Suakin. The Court having heard the evidence adduced in the case, framed charges against the Master of having caused the stranding of the ship on the 9th December at about 3-35 P. M., by wrongfully proceeding on his voyage up the northern channel at a late hour of the afternoon of that day, knowing that the navigation of that channel by dark, was rash and dangerous, and also of having caused the loss of the *Mobile* by his wrongful act in permitting her to drift to an unknown

position after she had stranded and then proceeding on the voyage to Jeddah in the dark on so dangerous a locality. The Court also framed a charge against the Chief Officer for not rendering proper assistance to the Master in the navigation of the vessel and thereby contributing to the casualty. With regard to the first charge, the Court found that the stranding of the ship on the evening of the 9th December was due to the Master's wrongful act, and as to the second they considered the Master guilty of the most reckless navigation which resulted in the ship being stranded and ultimately totally lost upon the Towartit reef. Taking all the circumstances of the case into consideration the Court considered it necessary to suspend the Master's certificate for six months, and recommended that during that period a Chief Mate's certificate be granted him. With reference to the charge against the Chief Officer, the Court, upon consideration of all the circumstances, were of opinion that the Chief Officer was to blame for not having verified the course set by the Master, for not having satisfied himself as to the position of the vessel when she stranded on the evening of the 9th December, and for not having pointed out the risk involved on allowing the ship to drift. But as it did not appear that the neglect on the part of the Chief Officer to volunteer his opinion contributed to the casualty they therefore returned his certificate to him. They, however, felt bound to reprimand him for the slackness he displayed.

The estimated value of the ship and cargo is not stated. About 500 bags of the cargo was jettisoned and of the rest part was damaged and part was totally lost. No life lost.

43. **Ruparel.**—A native craft, of Junagad, 41 tons register, official No. 207 of 1889, age 15 years, bound from Goa to Mangalore and Colombo, with a cargo of Mangalore loose tiles, valued at Rs. 596, and a crew of 7 men.

This vessel was at anchor in 18 fathoms of water, off Mount Dilly on the Malabar coast, when a plug fixed at the bottom of the vessel came off accidentally and she filled rapidly with water and sank at 2 A. M. of the 17th December with all her cargo. The crew were rescued by a Ratnagiri fishing vessel and landed at Ettikolum. The value of the vessel is estimated at Rs. 2,000.

44. **Minnet.**—A Swedish wooden barque, of Landskrona, 490 tons register, official No. 745, age 24 years, classed at the Bureau Veritas 5—6 L. W., bound from Hanicart to Hamlyn harbour and Negapatam, with a cargo of sleepers, value not stated, and a crew of 12 men.

This vessel while tacking for Negapatam, and after sighting the light was drifted southwards, by strong currents, off the Vedaraniam temple, near Calimere point, Coromandel coast, and stranded 20 miles south of Negapatam. Efforts were made to tow her off, but she repeatedly bumped on hard sand; her rudder was completely broken, her stern post started, and water rushed in and filled the hold, and she sank at 4 P. M. of the 28th December. No life lost; the crew having been taken on board the *Vita*. The cargo was partially lost, value not stated. The vessel was insured for £1,100.

45. **Fatteh Reman.**—An Arabian buggalow, of Lingah, 140 tons register, official No. 140, age 7 years, bound from Basrah to Kurrachee with a cargo of dates, valued at R14,000, and a crew of 24 men.

This vessel whilst anchored off the east groyne, Kurrachee harbour, Sind coast, encountered a gale, during which her seams opened out and she sank at 2 A. M. of the 30th December with all her cargo, one life was lost. The value of the vessel is estimated at Rs. 10,000.

46. **Khatanpasa.**—A British Indian vessel, of Veraval, 47 tons register, official No. 9, age 9 years, bound from Veraval to Bombay and Porbander, with a cargo of cotton seeds, furniture and pieces of iron, valued at Rs. 3,600, 1 passenger, and a crew of 6 men.

Encountered a severe storm near Ratia opposite Navibander, Kathiawar coast, whilst the vessel was on her way from Bombay to Porbander, at midnight of the 30th December. The vessel suddenly capsized, and as she filled with water she sank with all her cargo; a portion only having been saved; value estimated at Rs. 500. The value of the vessel is estimated at Rs. 1,600. One life lost.

TABULAR STATEMENT OF THE CASUALTIES

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

Number.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.	Cargo and its total value.	Date of casualty.
1	*Ruparel*	British Indian padow	42	Satpati	Sea, for fishing purposes.	Fishing nets, coir rope, a copper pot and an axe, valued at R95.	January 1st
2	*Wardha*	British screw steamer	2563	Calcutta	Mauritius	General and rice, value not reported.	Do. 2nd
3	*Mohideen Bux*	British Indian boat	15	Pamban	Tuticorin	Firewood, valued at R70	Do. 3rd
4	*Naderi*	British screw steamer	1169	Berberah	Aden	Not reported	Do. do
5	*Johannesburg*	Do. do.	2819	Calcutta	Dundee	Jute, value not reported	Do. 4th
6	*Madhavprasad*	Native craft	37	Porbander	Bombay	Stores, castor seeds, gorud, moong, etc., valued at R787-9-10.	Do. do.
7	*Landaura*	British screw steamer	2157	Calcutta	Do.	General, value not reported	Do. 5th
8	*Ramban*	British Indian muchwa	7	Bhwindi	Do.	Hay, valued at R140	Do. do.
9	*Chandraban*	Do. do.	9	Do.	Do.	Do. do.	Do. do.
10	*Madevpara*	Native craft	40	Porbander	Bombay and Veraval.	Cotton seeds, rice, etc., valued at R3,700.	Do. 10th
11	*Mohideen Bux*	British Indian vessel	49	Kilakarai	Koyalpatam	Cocoanuts, value not reported.	Do. do.
12	*Bhadra*	British screw steamer	244	Calcutta	Orissa ports	Not reported	Do. 11th
13	*Oslobaria*	Do. do.	3420	Do.	Bombay	Coal, value not reported	Do. 14th
14	*Sawai Salamati*	British Indian pattimar	176	Bombay	Amboo and Cochin.	Empty casks, old iron, and steel hoops, valued at R1,180.	Do. 15th
15	*Fernfield*	British screw steamer	2025	Yokohama	Colombo and New York.	General, value not reported	Do. 17th
16	*Huntly Castle*	British iron ship	624	Muscat	Calcutta and Chittagong.	Not reported	Do. do.
17	*Alimadat*	British Indian muchwa	3	Manori	Thana	Chanam, valued at R50	Do. do.
18	*Mandalay*	British inland steamer	460	Belonging to the Steam Navigation Company of Calcutta.	Indian General Company of Calcutta.	General, value not reported	Do. 22nd
19	*Subansari*	British cargo flat	600	Calcutta	Naraingunge	Do. do.	Do. 23rd
20	*Rescue*	British twin-screw tug	89	Employed by the Commissioners.	Calcutta Port	None	Do. 24th
21	*Retriever*	Do. do.	83	Employed in the Hooghly river	...	...	Do. do.
22	*Daria Dowlat*	British Indian padow	31	Bombay	Agashi and Dholera.	Kerosine oil, value at R2,500.	Do. do.
23	*Federation*	British screw steamer	1570	Calcutta	Bombay	Coal, value not reported	Do. 26th
24	*Sumatra*	Do. do.	2976	Do	London	General, value not stated.	Do. 27th
25	*Onda*	Do. do.	3310	Bombay	Calcutta	General, value not reported	Do. 29th
26	*Alimadat*	British Indian pattimar	27	Mangalore	Cochin and Cannanore.	General, valued at R2,193.	February 2nd
27	*Deepdale*	Do. screw steamer	1650	Calcutta	Kurrachee	Coal, value not stated	Do. 6th
28	*Morset*	Do. Indian mahagiri	10	Bhwindi	Bombay	Country coal, valued at R200.	Do. 9th
29	*Lardari*	Do. do.	22	Ramagar	Karanja	Salt, valued at R2,376.	Do. do.
30	*Ramban*	Do. do. muchwa.	8	Gandhari	Bombay	Grass, valued at R140.	Do. do.
31	*Suryaban*	Do. do.	9	Do.	Do.	Do. do.	Do. do.
32	*Shraven*	Do. do.	8	Do.	Do.	Do. do.	Do. do.
33	*Sambel*	Do. do.	8	Do.	Do.	Do. do.	Do. do.
34	*Laxmee*	Do. do.	22	Bassein	Do.	Salt, valued at R2,160	Do. do.
35	*Ruparel*	Do. do. padow.	28	Umarsadi	Do.	Firewood, valued at R224.	Do. do.
36	*Darya Daulat*	Do. do. do.	34	Karanja	Surat	Paddy, valued at R2,367	Do. do.
37	*Laxmee*	Do. mahagiri	14	Manick Mahal	Bhavnagar	Do. do. R1,208-4.	Do. do.
38	*Salamat Pata*	Native craft	48	Bombay	Porbander	Cotton seeds and bajri, valued at R4,900.	Do. do.

Waters during the year 1898.

Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	Number of lives lost or saved.
Six miles south of Satpati bander	Bombay coast	Capsized.—Heavy weather	All lost	None lost.
On the Nynan Reach	Hooghly river	Grounding.—Defective steering gear	None lost	Do.
Off Annapar island, gulf of Manar	Ceylon coast	Capsized.—Heavy weather	All lost	Do.
At Berberah	Gulf of Aden	Grounding.—Unavoidable	Not	reported.
At the Kiddepore docks, Calcutta	Hooghly river	Fire,—Unknown	Partly lost and partly damaged.	Not reported.
On the west of Bassein Koti bandar	Bombay coast	Stranding.—Heavy weather	Partly lost	None lost.
On a mud bank at Caffery Reach	Hooghly river	Grounding.—Defective steering gear	None lost	Do.
Near the Kelwa bridge—Thana creek	Bombay coast	Stranding.—Tides and currents	All lost	Do.
Do. do.	Do.	Do. do.	Do.	Do.
On the way from Bombay to Veraval	Do.	Loss of cargo.—Error of the Tindal	Partly lost	Do.
Vattapar, a rock off Grange harbour, Tuticorin.	Gulf of Manar	Stranding.—Heavy weather	Partially lost	Do.
Below the Kidderpore docks	Hooghly river	Collision with the steam launch *Heoghly*.—Error of the Tindal.	Not reported	Do.
At Mooneekhally Point	Do.	Fire.—Spontaneous combustion	None lost	Do.
Between Viziadurg and Deogad	Bombay coast	Collision with a steamer (name unknown).—Accidental.	Partly lost	Do.
Near Jebel Tier, in Lat. 15° 58′ N., Long. 41° 30′ E.	Red sea	Damage to engine.—Accidental	None lost	1 life lost.
On the voyage—Exact locality not reported	Bay of Bengal	Damage to vessel.—Heavy weather	Not reported	Not reported.
In the Thana creek about 25 yards south of the Kelwa bridge.	Bombay coast	Capsized.—Tides and currents	All lost	None lost.
Hooghly bridge position	Hooghly river	Collision with the Hooghly bridge pontoon and No. 5 buoy.—Tides and currents.	Not reported	Do.
In the Doua Agra river, Soonderbunds	Bay of Bengal	Grounding.—Error of the Master	None lost	Do.
Between Garden Reach and Esplanade moorings	Hooghly river	Collision with the tug *Retriever*.—Error of the Master.	None	Do.
Do. do.	Do. do.	Collision with the *Rescue*.—Error of the Master.	...	Do.
On a shoal in Surat Bari	Gulf of Cambay	Grounding.—Tides and currents	Partly lost	Do.
On the upper part of the Gasper channel	Hooghly river	Do. Error of the Pilot	None lost	Do.
At Poonjalee	Do.	Do. Alteration in the channel	Do.	Do.
At Garden Reach	Do.	Do. Error of the Pilot	Do.	Do.
Near the southern boundary pillar at Ponani	Bombay coast	Do. Tides and currents	Partly lost and partly damaged.	Do.
At Garden Reach	Hooghly river	Do. Error of the Pilot	None lost	Do.
About a mile from Bhandup in the Thana creek.	Bombay coast	Capsized.—Heavy weather	All lost	Do.
Between the Karanja barge and the Mahal rock in the Karanja creek.	Do. do.	Foundering.—Do. do.	Do.	Do.
Near the Kelwa bridge, Thana creek	Do. do.	Collision with the Kelwa bridge.—Heavy weather.	Do.	Do.
Do. do.	Do. do.	Do. do.	Do.	Do.
Do. do.	Do. do.	Do. do.	Do.	Do.
Do. do.	Do. do.	Do. do.	Do.	Do.
Four miles from Utan	Do. do.	Damage to vessel and cargo.—Heavy weather	Do.	Do.
Off Nargal bander	Do. do.	Stranding.—Heavy weather	None lost	Do.
Do. do.	Do. do.	Do. do.	Partly damaged	Do.
In the bend of the Bassein creek	Do. do.	Foundering do.	Partly lost and partly damaged.	Do.
At Surat Bari	Gulf of Cambay	Loss of cargo.—Heavy weather	Partly lost	Do.

Number.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.	Cargo and its total value.	Date of casualty.
39	*Ramban*	British Indian vessel	8	Karanja	Bombay	Paddy, valued at R684	February 9th
40	*Ganeshpasa*	Native craft	87	Calicut	Porbander	Bamboo blinds, valued at R1,120.	Do. do.
41	*Ruparel*	British Indian padow	28	Diu	Kalyan and Porbander.	Cotton seeds valued, at R1,500.	Do. do.
42	*Palki*	Native craft	32	Bombay	Porbander	Bajri, rice and miscellaneous articles, valued at R2,500.	Do. do.
43	*Rotang*	British steel flat	1152	Serajganj	Calcutta	Jute, valued at R87,194	Do. do.
44	*Palki*	British Indian vessel	8	Kalyan	Bombay	Hay, valued at R200	Do. do.
45	*Suryaban*	Do. do.	8	Do.	Do.	Do. do.	Do. do.
46	*Yeshwanti*	Do. muchwa	7	Ratnagiri	Jaitapur	Paddy, valued at R504	Do. 10th
47	*Dhunprasad*	Native craft	40	Bombay	Veraval	Kerosine oil, valued at R3,200.	Do. do.
48	*Fatte Kher*	Do. do.	43	Cochin	Ponani and Veraval.	Cocoanuts, coir yarn, coir rope, and cocoanut oil, valued at R3,000.	Do. do.
49	*Ramban*	British Indian vessel	10	Panvel	Bombay	Grass, valued at R70	Do. do.
50	*Bhairipratad*	Do. do. muchwa	8	Barkar	Honavar	Empty bags and R300 in cash and currency notes.	Do. do.
51	*Sheikh Berkhud*	British screw steamer	158	Aden	Perim and Hodeidah,	General, value not reported.	Do. do.
52	*Ruparel*	British Indian vessel	48	Mermagao	Dholera	Cocoanuts, betel nuts, etc., valued at R2,386-8.	Do. do.
53	*Ceres*	British screw steamer	2319	Bombay	Calcutta	Water ballast	Do. 11th
54	*Rose*	British Indian boat	14	Navibander	Bombay	Leather, valued at R350.	Do. 13th
55	*Wynford*	British steel barque	1859	Cape Town	New York	Jute, jute cuttings, gunnies and saltpetre, value not stated,	Do. do.
56	*Avistomene*	British iron ship	1662	At Chittagong	Not reported	Not reported	Do. do.
57	*Kalian Pasa*	Native craft	72	Mangalore	Bombay and Jamnagar.	Mangalore tiles, rice, dhal and dates, valued at R 1,309.	Do. do.
58	*Lakhamipasa*	Do. do.	37	Mangrol	Bombay and Porbander.	Kerosine oil, rice and bajri, valued at R1,700.	Do. 22nd
59	*Ramprasad*	British Indian padow	24	Bilimora	Dahanu and Porbander.	Wooden pieces valued at R 500.	Do. 23rd
60	*Albert*	British steam tug	52	Employed in the port of Bassein		...	Do. 25th
61	*Sahara*	British screw steamer	2665	Bombay	New York	General, value not stated	February 25th
2	*Nubia*	Do. do.	3844	Southampton	Suez and Bombay	No cargo	Do. 28th
63	*Vithalpasa*	British Indian muchwa	23	Jaygad	Porbander	Jaggery, ground nuts and bamboos, valued at R 1,000.	March 2nd
64	*Ruparel*	Do. do. padow	14	Bombay	Navsari	Gowar, matches, sandalwood, clay and betel nuts, valued at R 1665-8.	Do. do.
65	*Argus*	British screw steamer	1822	Newcastle	Colombo and Singapore.	General and copper, value not stated.	Do. 3rd
66	*Narainpasa*	Native craft	24	Bulsar	Dahanu and Porbander.	Logs of wood, valued at R 90.	Do. 4th
67	*Patiala*	British screw steamer	1929	Rangoon	Madras	General, value not reported.	Do. do.
68	*Polyphemus*	Do. do.	1747	Yokohama	Penang and Amsterdam.	General, value not stated	Do. 5th
69	*Dhanprasad*	Native craft	21	Bulsar	Dahanu and Navibander.	Timber, valued at R 250	Do. do.
70	*Knight Templar*	British screw steamer	2767	Calcutta	Madras	General, value not stated	Do. do.
71	*Saint Mary*	British screw steamer	1930	Antwerp	Suez and Yokohama.	General, value not stated	Do. 6th
72	*Daryaban*	British Indian mahagiri	14	Kokeri	Bombay	Firewood, valued at R 130.	Do. 9th

Waters during the year 1898—continued.

Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	Number of lives lost or saved.
Off Karala, a sub-port of Karanja	Bombay coast	Foundering.—Heavy weather	Partly lost and partly damaged.	None lost.
At Surat Bari	Gulf of Cambay	Loss of cargo.—Heavy weather	Partly lost	Do
At sea between Kalyan and Porbander	Kathiawar coast	Do. do.	Do.	Do.
At Surat Bari	Gulf of Cambay	Do. do.	Do.	Do.
In the Manakhallee river	Sunderbunds	Fire.—Unknown	All lost	Do.
At Nanalc, a sub-port of Trombay	Bombay coast	Loss of cargo.—Heavy weather	Do.	Do.
Do. do.	Do. do.	Do. do.	Do.	Do.
In the Merwada creek	Do. do.	Stranding.—Heavy weather	Partly lost	Do.
Off Kelwa Mobini	Do. do.	Do. do.	Do.	Do.
At Usarni, a sub-port of Kelwa	Do. do.	Do. do.	Partly lost and partly damaged.	Do.
Near the Panvel bander	Do. do.	Foundering.—Tides and currents	Partly lost	Do.
About 3 miles off the hill near the Manti Custom House.	Do. do.	Capsized.—Heavy weather	All lost	Do.
In Aden harbour	Gulf of Aden	Stranding.—Overloading	Partly lost	Do.
About 4 miles from Harnai near Murad	Bombay coast	Foundering.—Heavy weather	Do.	Do.
In Lat. 13° 55′ N., Long. 73° 54′ E.	Indian ocean	Damage to engine	Do.	Do.
4 miles west of Bassein	Bombay coast	Collision with fishing stake.—Accidental.	Partly lost and partly damaged.	Do.
Hastings moorings	Hooghly river	Fire.—Unknown	Do. do.	Do.
Exact position not reported	Indian ocean	Collision with a submerged wreck.—Accidental.	Not reported	Do.
At Sarkar bander in Jaffrabad	Kathiawar coast	Stranding.—Tides and currents	Partly lost and partly damaged.	Do.
At Surat Bari	Gulf of Cambay	Damage to vessel.—Heavy weather	Partly lost	Do.
Do. Do.	Do. do.	Loss of cargo.—Heavy weather	Do.	Do.
In the Ngam-o-con river, port of Bassein	Burma coast	Collision with the *Athegyi* ferry.—Error of the Master.	.....	Do.
Garden Reach moorings	Hooghly river	Fire.—Unknown	Partly lost	Do.
In Lat. 18° 42′ N. Long. 72° 05′ E.	Arabian sea	Collision with a dhows—Not exhibiting light.	.....	Do.
At Surat Bari	Gulf of Cambay	Loss of cargo.—Heavy weather	Partly lost	Do.
Whilst entering the Muchad creek	Bombay coast	Damage to vessel.—Heavy weather	Partly lost and partly damaged.	Do.
Off Spark Street jetty—Rangoon river	Burma do.	Collision with a cargo boat.—Error of the Tindal.	None lost	Do.
At Surat Bari	Gulf of Cambay	Loss of Cargo.—Heavy weather	Partly lost	Do.
Off Spark Street wharf, Rangoon river	Burma coast	Collision with the *Obra*.—Error of the Harbour Master.	None lost	Do.
In Lat. 5° 53′ N. Long. 84° 45′ E.	Indian ocean	Damage to engine.—Accidental	Do.	Do.
Between Dahanu and Navibander	Bombay coast	Loss of cargo.—Heavy weather	Partly lost	Do.
On the Mukraputty lumps	Hooghly river	Stranding.—Tides and currents	None lost	Do.
Lat. 9° 52′ N. Long. 66° 42′ E.	Arabian sea	Fire.—Spontaneous combustion	Partly lost	Do.
On a sunken rock at Koheti a sub-port of Nagothna.	Bombay coast	Stranding.—Tides and currents	None lost	Do.

Number.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.	Cargo and its total valued.	Date of casualty.
73	*Sardari*	British Indian vessel	10	Ambetor	Bombay	Grass, valued at R 50	March 12th
74	*Bombay*	British screw steamer	3192	Batoum	Suez and Bombay	Kerosine oil, value not stated.	Do. 13th
75	*Bedouin*	Do. do.	2450	New York	Aden and Bombay	General, value not stated.	Do. do.
76	*Rambon*	British Indian machwa	37	Sambri	Belaur	Teakwood rafters, valued at R160.	Do. 19th
77	*Adria*	German screw steamer	3501	Not reported		General, value not reported.	Do. 22nd
78	*Derbyshire*	British screw steamer	4237	Rangoon	London	Not reported	Do. 23rd
79	*North Sandt*	Do. do.	2252	Cardiff	Bombay	Coal, value not stated	Do. do.
80	*Saint Renald*	Do. do.	1985	Not reported		Not reported	Do. do.
81	*Duplcix*	French screw steamer	4264	At Colombo		Oil, etc., value not reported	Do. 31st
82	*Ganeshpasa*	Native craft	62	Bombay	Porbander	Kerosine oil, bajri, etc., valued at R 4,400.	April 2nd
83	*Sunderpasa*	Do. do.	78	Broach	Do.	Cotton seeds, sweet oil, pulse and earthenware, valued at R2,882-8-0.	Do. 7th
84	*Scottish Glens*	British iron ship	2061	Calcutta	Hamburg	Jute, value not reported	Do. 9th
85	*Urbasi*	British steam ferry	...	Employed in the Hooghly river		General, value not reported	Do. do.
86	*Otterburn*	British four masted barque	2499	Barry	Cape Town and New York.	Jute, and jute butts, value not stated.	Do. 11th
87	*Golaghat*	British inland steamer	520	Calcutta	Naraingange	General, value not stated	Do. 16th
88	*Damalprasad*	Native craft	64	Mangrol	Porbander	Wooden slips and cocoanuts, valued at R 250.	Do. 18th
89	*Sui Sang*	British screw steamer	1876	Hong Kong	Calcutta	General, value not reported	Do. do.
90	*Lakhamipara*	Native craft.	58	Karwar	Porbander	Bamboo slips and logs of timber valued at R1,000.	Do. 20th
91	*Gorsedd*	British screw steamer	2451	Not reported		Not reported	Do. 21st
92	*Ruparel*	British Indian vessel	26	Bhavnagar	Bombay	Wheat, gingelly seed, valued at R2,379.	Do. 22nd
93	*Ganges*	British screw steamer	2110	London	Bombay and Aden	General, value not reported	Do. do.
94	*Oceanic*	Do. do.	1863	Beira	Bombay	Not reported	Do. 23rd
95	*Hiraprosad*	British Indian padow	25	Bilimora	Porbander	General, valued at R 2,076-8-9.	Do. 24th
96	*Commilla*	British screw steamer	562	Akyab	Calcutta	General, value not reported.	Do. 25th
97	*Fedora*	British steam yacht	159	Portsmouth	Trincomalee and Rangoon.	...	Do. 26th
98	*Albert Rickmers*	German four masted barque	2843	Barry	Singapore and Rangoon.	Water ballast	Do. do.
99	*Brahmini*	British screw steamer	523	Bombay	Karwar and Margao.	General, value not stated	Do. 27th
100	*Maharaja*	Do. do.	1046	Calcutta	Rangoon	Coal, value not stated	Do. 28th
101	*Malda*	Do. do.	1280	Do.	Do.	General, value not stated.	Do. 30th
102	*Labuan*	Do. do.	2294	Not reported		Not reported	Do. do.
103	*Dhanprasadi*	British Indian vessel	60	Tellicherry	Bhavnagar	Cocoanuts, valued at R 1,890.	May 1st
104	*Walden Abbey*	British iron ship.	1754	New York	Calcutta	Oil, value not reported	Do. 3rd
105	*Heronspool*	British screw steamer	1860	Calcutta	Rangoon.	Coal, value stated	Do. 4th
106	*Mohammadi*	Do. do.	1252	Bombay	Red sea ports	General, value not reported.	Do. 7th
107	*FateKher*	British Indian vessel	192	Do.	Karachi	Cloth, kerosine oil, etc., valued at R 2,300.	Do. 9th
108	*Oolong*	British screw steamer	2308	At Bassein		...	Do. 16th
109	*Hashami*	British Indian ganja	...	Lohiya	Aden	General, value not reported.	Do. 18th

Waters during the year 1898—continued.

Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	Number of lives lost or saved.
At Dhakta Dewala near Belapur	Bombay coast	Stranding.—Tides and currents	All lost	None lost.
Bombay Harbour	Do. do.	Collision with the *Bedouin*.—Error of the Pilot.	None lost	Do.
Do. Do.	Do. do.	Collision with the *Bombay*.—Error of the Pilot.	Do.	Do.
Near the mouth of the Washisti creek	Do. do.	Damage to vessel.—Tides and currents	None lost	Do.
At Jebel Lukur	Red sea	Grounding.—Tides and currents		Not reported.
On the Ceylon coast	Indian ocean	Damage to engine.—Accidental		Not reported.
At her moorings south-east of North Cross island reef buoy.	Bombay coast	Collision with some hard substance.—Tides and currents.	None lost	None lost.
Exact locality not reported	Bay of Bengal	Damage to engine.—Tides and currents		Not reported.
Colombo harbour	Ceylon coast	Fire.—Unknown		Not reported.
At Surat Barsi	Gulf of Cambay	Loss of cargo.—Heavy weather	Partly lost	None lost.
On a sand bank in the Nerbudda creek about 4 miles from Broach.	Do.	Grounding.—Tides and currents	Do.	Do.
Roygbre Reach	Hooghly river	Collision with the steam ferry *Urbasi*.—Error of the Tindal	None lost	Do.
Do. Do.	Do. do.	Collision with the *Scottish Glens*.—Error of the Tindal.	Do.	Do.
No. 4 Hastings moorings	Do. do.	Fire.—Unknown	All damaged	Do.
On the bank at Roychuck	Do. do.	Stranding.—Heavy weather	None lost	Do.
At Balej between Navibandor and Madharpore	Kathiawar coast	Damage to vessel.—Heavy weather	Partly lost	Do.
At Hooghly Point	Hooghly river	Grounding.—Tides and currents	None lost	Do.
At Surat Bari	Bombay coast	Loss of cargo, etc.—Heavy weather	Partly lost	Do.
North shore, Perim harbour	Red sea	Grounding.—Tides and currents		Not reported.
About 6 miles to the north-west of Dahanu	Bombay coast	Damage to vessel.—Heavy weather	Partly lost and partly damaged.	None lost.
Aden harbour	Gulf of Aden	Collision with the Marbat shoal light vessel.—Error of the pilot	None lost	Do.
Exact locality not reported	Indian ocean	Stranding.—Accidental		Not reported.
Between Bilimora and Porbander	Kathiawar coast	Loss of cargo.—Heavy weather	Partly lost	None lost.
In the Megna channel	Bay of Bengal	Grounding.—Tides and currents	None lost	Do.
Whilst lying at anchor in the Rangoon river	Burma coast	Collision with the *Albert Rickwers*.—Error of the Chief Mate.	...	Do.
Do. do. do. do.	Do. do.	Collision with the *Fedora*.—Error of the Chief Mate.	...	Do.
On St. George's island between Karwar and Marmagao.	Bombay coast	Stranding.—Error of the Chief Mate	None lost	Do.
At the Lower College Sand buoy	Hooghly river	Grounding.—Defective steering gear	Do.	Do.
At the Spark Street pontoon, Rangoon river	Burma coast	Collision with the Spark Street pontoon.—Error of the Chief Mate.	Do.	Do.
Exact locality not reported	Red sea	Damage to engine.—Unknown	Not reported	Not reported.
About 30 miles off the southern side of Bombay harbour.	Bombay coast	Do. to vessel.—Heavy weather	Partly lost.	None lost.
At Budge Budge Reach	Hooghly river	Grounding.—Error of the Pilot	None lost	Do.
At Jarmaker's Reach	Do. do.	Do. Defective steering gear	Do.	Do.
In Lat. 13° 20′ N., Long 47° 42′ E.	Gulf of Aden	Damage to vessel	Do.	Do.
Between Porbander and Miani	Kathiawar coast.	Do. to cargo.—Heavy weather	Partially lost	Do.
At the port of Bassein	Burma do.	Collision with a cargo boat and coal wharf.—Tides and currents.	...	Do.
Near Obstruction Point light, Perim harbour	Gulf of Aden	Collision with a steamer (name unknown).—Not exhibiting light.	None lost	Do.

Number.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.	Cargo and its total value.	Date of casualty.
110	*Indra*	British screw steamer	3923	Calcutta	Marseilles	General, value not stated	May 22nd
111	*Petumber Persad*	British Indian vessel	43	Bhavnagar	Bombay	Wheat, brassware, nut crackers, etc., valued at R2,508.	Do. do.
112	*Lindula*	British screw steamer	2180	Calcutta	Rangoon and Singapore.	General, value not stated	Do. 24th
113	*Motmouli*	British Indian vessel	3	Kalyan	Bassein	...	Do. 31st
114	*Yeshwanti*	Do. do. muchwa.	5	Bombay	Ratnagiri	Rice, valued at R70	June 4th
115	*Commilla*	British screw steamer	550	Rangoon	Akyab and Chittagong.	Not reported	Do. do.
116	*Rupavel*	British Indian muchwa	10	Dehej	Gogo	Gram, wheat, mangoes, gunny bags, etc., valued at R389 8-0.	Do. 8th
117	*Candia*	British screw steamer	4195	Yokohama	Colombo and London.	General, value not reported.	Do. 17th
118	*Idar*	Do. do.	2595	Marseilles	Bombay	In ballast	Do. 21st
119	*Woodcock*	Do. do.	59	Aden	Bulhar and Berbera.	General, value not stated	Do. 24th
120	*Ganges*	Do. do.	2140	Do.	Bombay	...	July 1st
121	*Cashmere ex Thibet*	Do. do.	1695	Bombay	Makallah, Aden, and Massawa.	General, value not reported.	Do. 3rd
122	*Liverpool*	British four masted ship	3134	Middlesboro'	Calcutta	Salt, value not reported	Do. 4th
123	*Ataka*	British screw steamer	2393	At	Perim	Not reported	Do. do.
124	*Lightning*	Do. do.	2122	Hong Kong	Penang and Calcutta.	General, value not reported.	Do. 8th
125	*Endeavor*	Do. do.	1762	Karachi	Antwerp	Wheat and rape seed, value not stated.	Do. 11th
126	*Herapi*	Dutch screw steamer	1903	Not reported		Not reported	Do. do.
127	*Parran*	Norwegian screw steamer	1203	Not reported		Do. do.	Do. 17th
128	*Obra*	British screw steamer	3496	Calcutta	Mauritius	General, value not reported.	Do. 18th
129	*Castleventry*	Do. do.	4915	Not reported		Not reported	Do. do.
130	*Maria Othasie Sinnammal.*	British Indian vessel	24	Koyalpatam	Tuticorin	Jaggery, olai mats, baskets, and wooden shoes, valued at R1,303.	Do. 20th
131	*Anapa*	British screw steamer	2254	Suez	Karachi	In ballast	Do. 24th
132	*Craigwhinnie*	British iron barque	834	Liverpool	Calcutta and Falconbuans.	Gunnies, valued at R2,00,000.	Do. 26th
133	*Otterburn*	British four masted barque	2499	Barry	Calcutta and New York.	Gunnies, shellac, linseed, nux vomica, jute and jute cuttings, valued at R2,00,000.	Do. do.
134	*Dalhousie*	British steam tug	741	Employed in the Hooghly river		...	Do. do.
135	*Madura*	British screw steamer	1273	Calcutta	Rangoon	General, value not reported.	Do. do.
136	*Vadala*	Do. do.	2164	Not reported		Not reported	Do. do.
137	*Courland*	Do. do.	760	Not reported		Do. do.	Do. 30th
138	*Umpinto*	Do. do.	1160	Natal	Colombo and Calcutta.	General, value not reported.	Do. 31st
139	*Bavaria*	Do. do.	3005	At	Perim	Jute, hides, and skins, value not reported.	August 5th
140	*Lancashire*	Do. do.	3744	Liverpool	Colombo and Rangoon.	General, and salt, value not reported.	Do. 7th
141	*Dido*	Do. do.	3127	Suez	Bombay	Coal, value not reported	Do. 8th
142	*Samoa*	Do. do.	4507	Calcutta	Do.	Do. do.	Do. do.
143	*Bullionist*	Do. do.	2196	Bombay	Hamburg	General and Indian produce, value not reported.	Do. do.
144	*Premier*	Do. do.	5128	Do.	In search of disabled S. S. *Cashmere.*	Coal, value not reported	Do. do.
145	*Palamcotta*	Do. do.	3208	Calcutta	Rangoon	General, value not reported.	Do. 10th
146	*City of London*	Do. do.	2056	Glasgow	Karachi and Port Said.	Rice, value not reported	Do. 11th
147	*Nateri*	Do. do.	912	Bombay	Bundar Abbas	General, value not reported.	Do. 13th

Waters during the year 1898—continued.

Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	Number of lives lost or saved.
At Poonjalee at the head of the Atchipur sand	Hooghly river	Grounding.—Tides and currents	None lost	None lost.
On a rock about 19 miles to the west of Surat	Gulf of Cambay	Stranding.—Tides and currents	Partly damaged	Do.
In Lat. 20° 45' N. Long 88° 45' E.	Bay of Bengal	Collision with the "*Mecca*".—Error of the Master.	None lost	Do.
In the Mimba creek	Bombay coast	Damage to vessel.—Heavy weather		Do.
At the entrance of the Rajuda creek	Do. do.	Capsized.—Heavy weather	All lost	Do.
In the Megna channel	Bay of Bengal	Grounding.—Error of the Master	Not reported	Do.
On a shoal near Piram	Gulf of Cambay	Stranding.—Tides and currents	All lost	Do.
In Lat. 9° 16' N. Long. 68° 30' E.	Arabian Sea	Damage to engine.—Accidental	None lost	Do.
In Lat. 15° 20' N. Long. 56° 10' E.	Do.	Fire.—Spontaneous combustion	...	...
In Lat. 10° 24' N. Long. 4° 2' E.	Gulf of Aden	Stranding.—Error of the Master	None lost	None lost.
Bombay harbour	Bombay coast	Fire.—Unknown	...	1 life lost.
West of Makallah bay	Gulf of Aden	Grounding.—Error of the Chief Mate	None lost	None lost.
In Lat. 42° 10' S. Long. 23° 0' E.	Indian ocean	Damage to vessel.—Heavy weather	Partly lost and partly damaged.	Do.
Perim harbour	Red sea	Sprung a leak.—Accidental	Not reported	Not reported.
Pulchurria Point	Hooghly river	Grounding.—Tides and currents	None lost	None lost.
On Ras Eijata reef, Perim island	Gulf of Aden	Stranding—Tides and currents	Do.	Do.
At Perim	Red sea	Fire.—Unknown	Not reported	Not reported.
At Aden	Gulf of Aden	Damage to engine.—Unknown	Do.	Do.
On the upper part of Jarmakee's Reach	Hooghly river	Grounding.—Tides and currents	None lost	None lost.
At Colombo	Ceylon coast	Damage to engine.—Unknown.		Not reported.
1½ miles off the southern boundary pillar of the port of Tuticorin.	Do. do.	Loss of cargo.—Heavy weather	Partly lost	5 lives lost.
At Suez	Red sea	Grounding.—Tides and currents	...	None lost.
At Garden Reach	Hooghly river	Collided with the *Otterburn* and *Dalhousie*.—Error of the Tug Master.	None lost	Do.
Do. do.	Do. do.	Collided with the *Craigwhinnie*.—Error of the Tug Master.	Do.	Do.
Do. do.	Do. do.	Collided with the *Craigwhinnie*.—Error of the Tug Master.	...	Do.
On the Moyapur bar	Do. do.	Grounding.—Tides and currents	None lost	Do.
Exact locality not stated	Indian ocean	Damage to engine.—Unknown		Not reported.
Exact locality not reported	Bombay coast	Do. do. Accidental	Not reported	Not reported.
At Beira in the Pengue river	Africa, south-east coast	Stranding.—Unavoidable	None lost	None lost.
Perim harbour	Gulf of Aden	Grounding.—Tides and currents	Partly damaged	Do.
About 180 miles east of Aden	Do.	Fire.—Spontaneous combustion	Do. lost	Do.
On a reef about 1½ miles to the north of Zaffarni light house.	Gulf of Suez	Grounding.—Error of the Chief Mate	Do. do.	Do.
At Peer Serang	Hooghly river	Do. Tides and currents	None lost	Do.
In Lat. 12° 54' N. Long. 45° 6' E.—Ras Marshag light bearing S. 20° W. (true).	Gulf of Aden	Stranding.—Heavy weather	Do. do.	Do.
South end of Bombay harbour	Bombay coast	Grounding.—Accidental	Do. do.	Do.
On D'Silva shoal, Rangoon river	Burma do.	Do. —Error of the Pilot	Do. do.	Do.
Off Lewis Street pontoon, Rangoon river	Do. do.	Collision with the *Pallamcotta*.—Error of the Pilot.	Do. do.	Do.
About 20 miles W.-S.-W. of Bombay	Bombay coast	Damage to vessel.—Heavy weather	Do. do.	Do.

Number.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.	Cargo and its total value.	Date of casualty.
148	*Chatham*	British screw steamer	1351	Busra	Muscat and Jeddah.	General, value not reported	August 15th
149	*Salamathi*	British Indian padow	15	Dhabol	Bombay	...	Do. 23rd
150	*Chebassa*	British screw steamer	1688	Calcutta	Do.	General, value not reported	Do. do.
151	*Vishnuprasad*	British Indian padow	11	Dahanu	Dandi and Tarapur.	...	September 4th
152	*Lakhamipasa*	British Indian batel	45	Bombay	Mangalore	Coal, value not reported	Do. 6th
153	*Persia*	British screw steamer	2331	Liverpool	Calcutta	General, value not reported	Do. 9th
154	*Drachenfels*	German screw steamer	1573	Calcutta	Hamburg and Bremen.	Do. do.	Do. 13th
155	*Ruparel*	Native craft	13	Bavliari Batta	Bhavnagar	Firewood, valued at R32.	Do. 14th
156	*Daria Dowlet*	Do. do.	51	Orijat	Do.	Teak timber, valued at R385.	Do. 22nd
157	*Golden Cross*	British screw steamer	1,944	Calcutta	Hamburg	General, value not stated	Do. 24th
158	*Catherine Aptar*	Do. do.	2,730	Do.	China ports.	Do. value not reported	Do. do.
159	*Wardha*	Do. do.	2,563	Karachi	East Africa	Not reported	Do. 29th
160	*Toxteth*	British iron ship	2,351	Middlesboro'	Calcutta	Salt, value not reported	Do. 30th
161	*Bombay*	Do. do.	2,049	Bombay	Karachi and Makolla.	General, value not reported	October 3th
162	*Valli Pankalan*	British Indian wooden brig.	81	Jaffna	Coconada	In ballast	Do. 9th
163	*Sri Mahalakshmi*	British Indian vessel	24	Masulipatam	Negapatam	Gram, chillies and gingelly seed, valued at R2,500.	Do. 11th
164	*Malabar*	British screw steamer	1250	Calcutta	Rangoon	General, value not stated.	Do. do.
165	*Kundasamy Purany*	British Indian wooden schooner.	112	Tuticorin	Coconada	In ballast	Do. do.
166	*Jupiter*	British screw steamer	2,499	Calcutta	Bombay	Not reported	Do. 12th
167	*Foreland*	Do. do.	2,832	Colombo	Calcutta	Do. do.	Do. do.
168	*Savitli*	Do. do.	72	Not reported.	Not reported	Do. do.	Do. 13th
169	*Dictator*	Do. do.	2,659	At Perim.	Not reported	Do. do.	Do. 15th
170	*Rangoon*	Do. do.	2,523	Rangoon	Calcutta	Government ammunition and ballast.	Do. 17th
171	*Country of Dumfries*	British iron ship	2,615	Philadelphia	Do.	Not reported	Do. do.
172	*Hussenie*	Native craft	91	Cutch	Bombay and Aden.	General, value not reported.	Do. do.
173	*County of Haddington*	British iron ship	1,865	Philadelphia	Calcutta	Not reported	Do. do.
174	*Mount Hebron*	British screw steamer	1,668	Calcutta	Tuticorin	Do. do.	Do. 19th
175	*Dolatpassa*	Native craft	24	Surat	Porbander	Cotton seeds, rice, pulse, castor oil, etc., valued at R1,220.	Do. 23rd
176	*Claverley*	British screw steamer	1,838	Calcutta	Bombay	Coal, value not reported	Do. 24th
177	*Rampasa*	Native craft	22	Veraval	Porbander and Navibander.	Iron materials and wooden planks, valued at R450.	Do. 30th
178	*Chupra*	British screw steamer	1,432	Galle	Callingapatam	Water ballast	November 5th
179	*Kishiprasad*		34	Megarbhat	Bombay and Porbander.	Coal powder, valued at R212-8-0.	Do. do.
180	*Syed Mahomed Abdool Cader Bux.*	British Indian wooden brig.	150	Coconada	Kilakarai	Paddy, value not reported.	Do. do.
181	*Mobile*	British screw steamer	930	Bombay	Busra and Bandet Abbas.	General, value not stated.	Do. 8th
182	*Madharprasad*	Native craft	35	Veraval	Pindari and Navidar.	Planks, cocoanuts, and cocoanut oil, valued at R1,216-5-0.	Do. do.
183	*Khageshwari*	British Indian pattimar	53	Karanja	Alleppy	Salt, valued at R842-4-0	Do. 9th
184	*Clan Macalister*	British screw steamer	1,436	At Colombo,		Not reported	Do. 16th
185	*Padaruth* alias *Sakerie*	Native craft	51	Mandvi	Keti and Cochin	Paddy in husk, valued at R1,800.	Do. 20th
186	*Glaucus*	British screw steamer	3591	Sydney	Albany and London,	General, value not stated.	Do. do.
187	*Valkyrie*	Do. do.	2172	Hamburg	Calcutta and Boulogne.	Jute, valued at R5,60,910.	Do. 21st.

Waters during the year 1898—continued.

Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	Number of lives lost or saved.
At Sukra bay Lat. 18° 12' N. Long. 56° 45' E.	Arabian sea	Stranding.—Tides and currents	None lost	None lost.
Opposite the port of Harnai, about 500 yards from the shore.	Bombay coast	Do. —Tides and currents	...	Do.
In the Jellingham channel	Hooghly river	Loss of anchor and chain.—Tides and currents.	None lost	Do.
On the bar of the Dandi creek	Gulf of Cambay	Damage to vessel.—Tides and currents..	...	Do.
On the Mangalore bar	Bombay coast	Stranding.—Error of the Tindal	Partly lost	Do.
Gabtolla channel, No. 2 Track, Royapore Reach.	Hooghly river	Grounding.—Alteration in the channel	None lost	Do.
About 210 miles S.-S.-E. of the Eastern channel light vessel.	Do. do.	Groundings and loss of rudder.—Alteration in the channel.	Partly damaged	Do.
At Golkhadi in Bhavnagar	Bombay coast	Stranding.—Tides and currents	All lost	Do.
On a mud bank in Orijal creek	Do. do.	Foundering.—Tides and currents	None lost	Do.
On a mud bank at Moyapore	Hooghly river	Grounding.—Error of the Pilot	Do.	None lost.
At Garden Reach	Do. do.	Collision with buoys and grounding.—Unavoidable.	Do.	Do.
Wharf channel, Karachi harbour	Sind coast	Do. do. do	Not reported	Not reported.
On the tail of the Budge Budge sands	Do. do.	Grounding.—Tides and currents	Do.	Do.
At Makalla, Lat. 14° 31½' E. Long. 49°6'50"E.	Arabian sea	Stranding.—Error of the Master	None lost	Do.
Near Nurrapore	Coromandel coast	Loss of mast, etc.—Heavy weather.	...	Do.
At False Point Devi.	Do. do.	Stranding.—Heavy weather	All lost	Do.
On Saugor flat, Bedford channel	Hooghly river	Grounding.—Unavoidable	Do.	Do.
Off False Point Devi	Coromandel coast	Damage to vessel.—Cyclone	...	Do.
About 200 miles from Madras	Do. do.	Do. Do.	Not reported	Not reported.
Exact locality not reported	Indian ocean	Damage to engine.—Heavy weather	Do.	Do.
South of Cross island, Bombay harbour	Bombay coast	Do.—Unavoidable	Do.	Do.
Exact locality not reported	Red sea	Do do.	Do.	Do.
At Garden Reach	Hooghly river	Grounding.—Unavoidable	None lost	None lost.
Exact locality not reported	Indian ocean	Damage to vessel—Heavy weather	Not reported	Not reported.
On the southern sand at the entrance to the Cochin river.	Malabar coast	Grounding.—Error of the Tindal	Partly lost and partly damaged.	None lost.
At the Sandheads	Hooghly river	Loss of anchor and chain.—Heavy weather.	Not reported	Not reported.
Exact locality not reported	Bay of Bengal	Damage to engine.—Unknown	Do.	Do
At the entrance of the Porbander creek	Kathiawar coast	Stranding.—Error of the Tindal	Partly lost	None lost.
On the Sandheads	Hooghly river	Grounding.—Unavoidable.	None lost	Do.
At the mouth of the Navibander creek	Kathiawar coast	Foundering.—Heavy weather	Partly lost	Do.
In Lat. 17° 31' N. Long. 83° 31' E.	Madras do.	Grounding.—Error of the Master	...	Do.
Near Matvad	Kathiawar do.	Loss of cargo.—Heavy weather	Partly lost.	Do.
About 100 miles to the south-east of Madras	Coromandel do.	Do. Do.	Do.	Do.
In Lat. 26° 42' N. Long. 53° 16'E.	Persian gulf	Collision with a buggalow,—Not exhibiting light	None lost	Do.
On a reef between Kana Mangrol and Patima Kadak.	Kathiawar coast	Stranding.—Heavy weather	Partly lost	Do.
Off Vingurla rock light house	Bombay do.	Damage to vessel.—Heavy weather	Do.	Do.
Exact locality not reported	Indian ocean	Damage to engine.—Unknown	Not reported	Not reported.
On a sand-bank at the entrance of the Cochin river.	Malabar coast	Grounding.—Tides and currents	None lost	None lost.
In Lat. 10° 7' N. Long. 54° 0' E.	Arakan sea	Damage to engine.—Unknown	Do.	Do.
No. 1 Prinsep's ghat moorings, Calcutta	Hooghly river	Fire.—Unknown	Partly damaged	None lost.

Number.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.	Cargo and its total value.	Date of casualty.
188	*Laristan*	British screw steamer	1360	Jask	Aden	Not reported	November 21st
189	*Statesman*	Do. do.	4118	Calcutta	London	General, value not reported	Do. 24th
190	*Maharaja*	Do. do.	1046	Liverpool	Chittagong	Coal and general cargo, value not reported.	Do. 26th
191	*Secunder Shah*	British Indian wooden brig	219	Chittagong	Naraingunge	Jute, valued at R 5,015	Do. 27th
192	*Daria Daulat*	British Indian muchwa	16	Kalyan	Bombay	Rice and bran, valued at R 2,006.	Do. 29th
193	*Umfuli*	British screw steamer	1513	Calcutta	Port Natal	Not reported	Do. do.
194	*Culna*	Do. do.	1464	Rangoon	Calcutta	General, value not reported	December 1st.
195	*Madura*	Do. do.	1273	Calcutta	Rangoon	Do. do.	Do. 2nd
196	*Commilla*	Do. do.	550	Rangoon	Mergui and Tavoy	Do. do.	Do. 7th
197	*Lawada*	Do. do.	2124	Mauritius	Bombay	Sugar, value not reported	Do. do.
198	*Clive*	Do. do.	130	Penang	Tavoy and Rangoon.	General, value not stated.	Do. 11th
199	*Rustam Pihilwan*	British Indian boat	9	Bhagwa Dandi	Gogo	In ballast	Do. 14th
200	*Deepdale*	British screw steamer	1650	Calcutta	Karachi	Coal, value not reported	Do. do.
201	*Onda*	British do.	2410	Do.	Bombay	Do. do.	Do. 18th
202	*Sonputali*	British Indian vessel	7	Rawe bander	Do.	Sand, valued at R 11	Do. 20th
203	*Kistna*	British screw steamer	524	Calcutta	Akyab	General, value not reported	Do. do.
204	*Cargo Boat No. 14*	British Indian dhoney	26	Tuticorin	Kalaseekherap a-tam.	Paddy and grain, value not reported.	Do. do.
205	*Mahalaxmi*	British do. muchwa	12	Edwan	To sea, for fishing purposes.	Fishing nets, valued at R 75.	Do. 21st
206	*Puri*	British screw steamer	287	Calcutta	Chandbâlly	No cargo	Do. do.
207	*Bakarpasa*	British Indian vessel	21	Sirganda	Mandvi	Paddy and rice, value not reported.	Do. 24th
208	*Mirzapore*	British screw steamer	2168	Bombay	Calcutta	General, value not reported	Do. do.
209	*Okara*	British do.	3439	Calcutta	Bombay	Coal, value not stated	Do. 25th
210	*Southend*	British do.	196	Suez	Yembo and Jeddah	Not reported	Do. 26th
211	*Khatampasa*	Native craft	5	Mangrol	Porbander and Navibander.	Chunam, valued at R 20	Do. 30th

Waters during the year 1898—concluded.

Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	Number of lives lost or saved.
At Jask	Persian gulf	Collision with her anchor.—Tides and currents.	Not reported.	
At the Moyapore flat below Vansan's creek	Hooghly river	Grounding.—Unavoidable	None lost	None lost.
At the mooring buoy, Chittagong river	Chittagong coast	Collision with the *Secunder Shah*.—Accidental.	Do.	Do.
Do. do.	Do, do.	Collision with the *Maharaja*.—Accidental	Do.	Do.
On a rock about 2 miles off Kalyan bander	Bombay do.	Stranding.—Heavy weather	Partly lost and partly damaged.	Do.
Between Port Natal and Delagoabay in Lat. 28°44½′ S. Long. 32° 12¾′ E.	Indian ocean	Do. Accidental	Not reported.	
At the Kidderpore docks, Calcutta	Hooghly river	Damage to engine.—Accidental	None lost	None lost.
On Dry Tree point, Rangoon river	Burma coast	Grounding.—Error of the Pilot	Do.	Do.
On a mud flat at the entrance of the Mergui river.	Do. do.	Do. Error of the Master	Do.	Do.
In Lat. 1° N. Long. 64° E.	Indian ocean	Damage to engine.—Unknown	Do.	Do.
On D'Silva shoal at the entrance of the Rangoon river.	Burma coast	Grounding.—Accidental.	Do.	Do.
Near the jetty opposite the Custom House at Gogoo	Bombay do.	Collision with the Jetty.—Heavy weather	.....	Do.
At Garden Reach	Hooghly river	Grounding.—Accidental	None lost	Do.
Exact position not reported	Indian ocean	Damage to engine.—Unknown	Do.	Do.
In the Karanja creek to the west of the Rewas pier.	Bombay coast	Collision with the *Laxmiprasad*.—Error of the Tindal.	All lost	Do.
At the swinging buoy abreast of the pier, Chittagong river.	Chittagong do.	Collision with the *Lakmi Bilas*.—Tides and currents.	None lost	Do.
At the landing place of the port of Kuloseekherapatam.	Ceylon do.	Stranding.—Tides and currents	Partly lost	Do.
Off Edwan, a subport of Dantivra	Bombay do.	Capsized.—Heavy weather	All lost	Do.
At Kidderpore docks, Calcutta	Hooghly river	Fire.—Accidental	.....	Do.
In the Sirganda creek, Indus river	Sind coast	Grounding.—Accidental	Partly damaged	Do.
On a mud bank at Moyapore	Hooghly river	Do. do.	None lost	Do.
On the Mooneekhally sand	Do. do.	Do. do.	Do.	Do.
About 47 miles from Jeddah	Red sea	Damage to engine.—Accidental	Not reported.	
Near Gasa Lara, Indus river	Sind coast	Loss of cargo.—Heavy weather	Partly lost	None lost.

NOTES TO ACCOMPANY CASUALTY STATEMENT FOR 1898.

JANUARY.

1. **Ruparel.**—A British Indian padow, of Mahim, 12 tons register, official No. 928, age not known, bound from Satpati to sea, for fishing purposes, with 4 fishing nets, some coir rope, 1 copper pot, and an axe, of the aggregate value of Rs. 95.

Capsized in a gale of wind, at 6-A.M. of the 1st January when about 6 miles from Satpati bander, Bombay coast, owing to the sail rope breaking and the sail falling. The whole of the cargo was lost. No life lost, the padow with the crew having been brought back to Satpati by the Tindal of another vessel. The vessel sustained no damage.

2. **Wardha.**—A British screw steamer, of Glasgow, 2,563 tons register, official No. 93394, age 11 years, bound from Calcutta to the Mauritius, with a general cargo and rice, value not reported, and a crew of 108 men.

Grounded on the Nynan Reach, river Hooghly, at 7-10 A.M. of the 1st January, as she was proceeding down under pilotage charge.—The accident is attributed to the steam steering gear not acting properly. No damage to vessel or cargo. No life lost.

3. **Mohidin Bux.**—A British Indian boat, of Tuticorin, 15 tons register, official number not given, age about 7 years, not classed, bound from Pamban to Tuticorin with a cargo of firewood valued at Rs. 70, ten passengers, and a crew of 6 men.

Encountered a gale of wind with heavy swell off Anna Par island, gulf of Manar, Ceylon coast, and capsized at 5 A.M. of the 3rd January owing to a sudden shifting of the wind and was damaged to the extent of Rs. 50. The whole of the cargo was lost. No life lost. Some of the passengers' luggage were also reported lost and some articles belonging to the ship, *viz.*, 3 planks, 3 sticks, 1 coir cable, 1 anchor, and 8 blocks. After some necessary repairs had been done to the vessel, she continued her voyage to Tuticorin where she arrived at 6-30 P.M. of that date.

4. **Naderi.**—A British screw steamer, of Bombay, 1,169 tons register, official No. 97982, age 7 years, classed at Lloyd's 100A.I., bound from Berberah to Aden. Description and value of cargo, and the number of crew, not reported.

Grounded at Berberah, gulf of Aden, on the 3rd January, but sustained no damage. She was surveyed by the Surveyor to Lloyd's and was found perfectly seaworthy. No loss of cargo or life reported.

5. **Johannesburg.**—A British screw steamer, of London, 2,819 tons register, official No. 104829, age 3 years, classed at Lloyd's 100A. I., bound from Calcutta to Dundee, with a cargo of jute, value not reported.

On fire at the Kidderpore Docks, Calcutta, river Hooghly, as she had finished loading and was ready to sail for Dundee. The fire was apparently extinguished when she left, but on arrival at Colombo it was found that her

forehold was smouldering. The fire was ultimately extinguished there, and about 600 bales of jute had to be discharged, in a condition unfit for reshipment. The damaged bales were sold by public auction. No loss of life reported.

6. Madhavprasad.—A native craft, of Junagad, 37 tons register, official No.——Junagad No. 2; Bombay No. 5159, bound from Porbander to Bombay with a cargo of stones, castor seeds, muth, oorud, moog; of the aggregate value of Rs. 787-9-10, and a crew of 5 men.

This vessel was on her way to Bombay and becoming unmanageable, owing to strong winds, she stranded on a rock on the west of Bassim Kote bander, Bombay coast, at 9 A.M. of the 4th January and had a hole knocked in her keel. A portion of her cargo was lost, valued at Rs. 600. No life lost.

7. Landaura.—A British three-masted screw steamer, of Glasgow, 2,157 tons register, official No. 93351, age 13 years, bound from Calcutta to Bombay *viâ* Malabar coast, with a general cargo, value not reported, and a crew of 101 men.

Grounded slightly, for a minute, at Coffery Reach, river Hooghly, with forefoot on mud bank at 11A.M. of the 9th January, as she was proceeding down under pilotage charge. The accident was caused by some defect of the steering gear. No damage to cargo or loss of life.

8. Ramban.—A British Indian muchwa, of Rai, 7 tons register, official No. 3078, age 3 years, bound from Bhwindi to Bombay with a cargo of hay.

9. Chandraban.—A British Indian muchwa, of Thana, 9 tons register, official No. 7178, age 21 years, bound from Bhwindi to Bombay, with a cargo of hay.

The above two vessels were at anchor near the Kelwa bridge in the Thana creek, Bombay coast, at 8 A.M. of the 9th January and after beng lashed together and loaded with hay, were about to proceed on their voyage, when they dragged their anchors and were drifted on by the force of the current to a rock where they parted; one remained fast on the rock and the other sank with the hay which was all lost, value estimated at Rs. 140. No life lost. The next day both vessels were re-floated and beached.

10. Madevpasa.—A native craft, of Porbander, 40 tons register, official No. 144, age 35 years, classed as a dinghy, bound from Bombay to Verawal with a cargo of cotton seeds, rice, castor seed, oil, glassware and furniture, of the aggregate value of Rs. 3,700, and a crew of 5 men.

This vessel whilst on her way from Bombay to Verawal, was abandoned by the Tindal and crew who fraudulently sold some of the cargo at a low price, and reported to the authorities ashore that the vessel had encountered a storm in Surat Bari, in the gulf of Cambay, and had sunk on the 10th January. The value of the vessel is estimated at Rs. 625. No life lost.

11. Mohidin Bux.—A British Indian boat of Pambar 19 tons register, official number not given, age 7 years, not classed, bound from Kilakarai to Koyalpatam, with a cargo of cocoanuts, value not stated, 15 passengers, and a crew of 5 men.

Encountered strong winds when coming near Venteevoo, and on the sail being reduced she became unmanageable and stranded at Vatta Par, a rock off Grange island, inner harbour of Tuticorin, gulf of Manar, at 2 P. M. of the 10th January. On the morning of the 11th idem a dhoney was engaged to land the passengers and cargo, and as soon as this was done the boat floated off again

when she was taken ashore for repairs. The damage to the vessel is estimated at Rs. 200. The cargo lost is estimated at Rs. 45. No life lost.

12. **Bhadra.**—A British twin screw steamer, of Calcutta, 244 tons register, official No. 108172, age 2 years, classed at Lloyd's A. I., bound from Calcutta to the Orissa ports, cargo and the number of crew, not reported.

This vessel was proceeding down under pilotage charge at 6 45 A.M. of the 11th January when the Hooghly coming out suddenly from her moorings ahead of the India General Steam Navigation Company's yard collided with her just below the Kidderpore docks. The *Bhadra* sustained no damage. No loss of cargo. No life lost.

13. **Oolobaria.**—A British screw steamer, of Glasgow, 3,420 tons register, official No. 106036, age 2 years, classed at Lloyd's 100 A. I., bound from Calcutta to Bombay *viâ* Colombo, with a cargo of coal, value not stated, and a crew of 82 men.

This vessel belonging to the India General Steam Navigation Company took fire at Moneekhally point, river Hooghly, as she was proceeding down at 11-30 A. M. of the 14th January. Smoke was observed coming from No. 2 hold where the coal was stowed, and the casualty is attributed to spontaneous combustion. Some of the cargo was discharged at Diamond Harbour, and some at Garden Reach; and on the vessel being filled with water, the fire was extinguished. The vessel sustained no damage. No life lost.

14. **Sawai Salamatti.**—A British Indian pattimar, of Bombay, 176 tons register, official No. 4718, age 25 years, bound from Bombay to Amboo, a sub-port of Jaygad to Cochin, with a cargo of empty casks valued at Rs. 7,427, old iron, value Rs. 210, and steel hoops valued at Rs. 3,543, four passengers, and a crew of 22 men.

Collided with a steamer (name unknown) between Viziadurg and Deogad, Bombay coast, at 8 P.M. of the 15th January, and had her jib carried away and her bows smashed. The damage to the vessel is estimated at Rs. 2,500. Cargo to the amount of Rs. 540. was lost. No life lost.

15. **Fernfield.**—A British screw steamer, of London, 2,025 tons register, official No. 105704, age 2½ years, classed at Lloyd's 100 A. I., bound from Yokohama to Colombo and New York, with a general cargo, value not stated and a crew of 28 men.

This vessel whilst abeam of Jebel Tier, Lat. 15° 58' N., Long. 41° 30' E., Red sea, accidentally burst her main steam pipe, close to the boilers; killing one fireman. She put back to Aden for repairs, which detained her for five days. After repairs she was surveyed and on being found perfectly seaworthy she proceeded. Value of damage to vessel is unknown. No damage to cargo.

16. **Huntly Castle.**—A British barque, of Calcutta, 624 tons register, official No. 53282, age 32 years, bound from Muscat to Calcutta and Chittagong. Description of cargo and number of crew, not reported.

This vessel apparently encountered a violent gale outside the Chittagong bar, bay of Bengal, and was totally dismounted at 2-20-P.M. of the 17th January. She was towed back to Calcutta with no further damage.

17. **Alimadat.**—A British Indian muchwa, of Rai, 7 tons register, official No. 2725, age 11 years, bound from Manori to Thana, with a cargo of chunam, valued at Rs. 50, and a crew of 5 men.

Capsized at a distance of 25 yards, from the Kelwa bridge, south of the Thana creek, Bombay coast. The vessel had been beached by the Tindal at low water and propped up with chocks and as one of them gave way, she was upset and filled with water and the whole of her cargo washed out. The vessel sustained no damage. No life lost; the crew having got into their tony and came ashore. She was afterwards refloated.

18. **Mandalay.**—A British inland steamer belonging to the India General Steam Navigation Company, of Calcutta, 462 tons register, official number not given, age 32 years, bound from Calcutta to Naraingunge with a general cargo.

This vessel left Armenian ghat to go down the river at about 1 P.M. of the 22nd January. She backed across to the Howrah side and endeavouring to turn her head to the flood she dropped her anchor. In doing so her stern swung round and fouled the Hooghly bridge pontoon. She eventually fell across Nos. 8 and 9 sections of the bridge, carrying away Nos. 6 and 9 fenders and doing other damage to the bridge. After doing some slight damage to herself she got off at about 4½ P.M.

19. **Subansari.**—A British cargo flat, belonging to the India General Steam Navigation Company, 600 tons register, no official number, age 18 years, not classed, bound from Calcutta to Naraingunge, with a general cargo, valued at Rs. 32,400, and a crew of 16 men.

The flat grounded on a falling tide on a sand bank, in the Dooa Agra river, in the Sunderbunds, bay of Bengal, at noon of the 23rd January; and as the water receded the bilge plates gave out, the deck lifted amidship, and her back broke. The value of the damage to the vessel is not stated. No damage to cargo. No life lost. The accident is attributed to an error of the Master.

20. **Rescue.**—An iron twin screw tug, belonging to the Calcutta Port Commissioners, 89 tons register, official No. 93717, age 11 years, employed as a tug in the Hooghly river. No cargo.

Collided with the tug *Retriever* at 7-20 A.M. of the 24th January, at Garden Reach, river Hooghly, as she was towing the ship *Andorinha* up the river; and the *Retriever* was proceeding down with the *Avon*. The Master of the *Retriever* having neglected to see that the Reach was clear contributed more effectively to the collision. No damage to vessel. No life lost.

21. **Retriever.**—A British twin screw steamer, of Liverpool, 84 tons register, official No. 93766, age 10 years, classed at Lloyd's 100 A. 1., employed as tug in the Hooghly river. No cargo.

(*For details of a collision between this vessel and the Rescue, see Casualty Statement No. 20.*)

22. **Daria Dowlat.**—A British Indian padow, of Broach, 31 tons register, official No. 1879, age 47 years, classed as a country craft; bound from Bombay to Agashi and Dholera, with a cargo of kerosine oil, valued at Rs. 2,500, and a crew of 5 men.

Grounded on a shoal in the Surat Bari, in the gulf of Cambay, Bombay coast, and sprang a leak at 11 P. M. of the 24th January. Some of the cargo had to be jettisoned and the vessel brought to Gogo. A portion of the cargo, valued at Rs. 1,401-9-0 was lost. No life lost. The damage to the vessel is estimated at Rs. 150.

23. **Federation.**—A British screw steamer, of London, 1,570 tons register, official No. 91963, age 12 years, classed at Lloyds 100 A. I., bound from Calcutta to Bombay, with a cargo of coal, value not reported.

Grounded on the upper part of the Gasper channel, river Hooghly, as she was proceeding down under pilotage charge on the 26th January. She was aground from 4 to 8 P.M. but sustained no damage. No damage to vessel or cargo. No life lost. The accident is attributed to an error of judgment on the part of the Pilot.

24. **Sumatra.**—A British screw steamer, of Glasgow, 2,976 tons register, official No. 104638, age 3 years, classed at Lloyd's 100A. I., bound from Calcutta to London, with a general cargo, and a crew of 124 men.

Grounded at Poonjale, river Hooghly, as she was proceeding down under, pilotage charge at 1-40 P.M. of the 27th January. She was aground for about 10 miniutes but sustained no damage. The accident is attributed to an alteration in the channel. No damage to vessel or cargo. No life lost.

25. **Onda.**—A British screw steamer, of Glasgow, 3,410 tons register, official No. 105967, age 3 years, classed at Lloyd's 100A. I., bound from Bombay to Calcutta with a general cargo and ballast, and a crew of 78 men.

Touched the bank with her stem when turning to anchor at Garden Reach, river Hooghly, at 4-27 P.M. of the 29th January as she was proceeding up under pilotage charge. The accident is attributed to the steam being allowed to drop preparatory to anchoring the vessel. No damage to vessel. No life lost.

FEBRUARY.

26. **Alimadath.**—A British Indian pattimar, of Mangalore, 27 tons register, official No. 29, age 21 years, classed as a country craft, bound from Mangalore to Cochin and Cannanore, with a general cargo, valued at Rs. 2,193, and a crew of 7 men.

Whilst sailing towards Cannanore this vessel suddenly ran upon a sand bank to the west of the southern boundary pillar of the port of Ponani, on the Bombay coast, and some of the planks being split she sprang a leak at 4 A. M. of the 2nd February. The damage to the vessel is estimated at Rs. 150. The cargo lost is valued at Rs. 120, and about Rs. 30 worth was partially damaged. No life lost, the men having been saved by means of cargo boats.

27. **Deepdale.**—A British screw steamer, of Sunderland, 1,650 tons register, official No. 81484, age 18 years, classed at Lloyd's 100 A. I., bound from Calcutta to Karachi, with a cargo of coals, value not stated, and a crew of 43 men.

Grounded at Garden Reach, Hooghly river, at 11 P.M. of the 6th February whilst proceeding down under pilotage charge, owing to an error of the Pilot. The vessel sustained trifling damage. No loss of cargo. No life lost.

28. **Marset.**—A British Indian mahagiri, of Thana, 10 tons register, official No. 6286, age 36 years, bound from Bhwindi to Bombay, with a cargo of country coal, valued at Rs. 200, and a crew of 7 men.

This vessel whilst on her way from Bhwindi to Bombay, encountered a strong S.-W. wind at 2-30 P.M. of the 9th February when she was about a mile from Bhandap, in the Thana creek, Bombay coast. She was capsized and the whole of the cargo lost. She was refloated the next day and brought to Chen-

dani bander. The damage to the vessel is estimated at Rs. 30. No life lost, the crew being saved by clinging to the planks.

29. **Lardari.**—A British Indian mahagiri, of Uran, 22 tons register, official No. 2023, age 38 years, classed as a country craft, bound from Ramagar to Karanai, with a cargo of salt, valued at Rs. 2,376, and a crew of 6 men.

Encountered a strong head wind and heavy sea, and being heavily laden she took in water and foundered between the Karanja barge and the Mohul rock in the Karanja creek at 1 P.M. of the 9th February. She was refloated, and the damage sustained by her is estimated at Rs. 100. The whole of the cargo was lost. No life lost.

30. **Ramban.**—A British Indian muchwa, of Belapur, 8 tons register, official No. 3431, age 32 years, bound from Gaudhari, a sub-port of Kalyan, to Bombay with a cargo of grass.

31. **Suryaban.**—A British Indian muchwa, of Belapur, 9 tons register, official No. 2569, age 36 years, bound from Gaudhari, a sub-port of Kalyan, to Bombay, with a cargo of grass.

These two vessels laden with their cargo of grass were lashed together and came to the Kelwa bridge in the Thana creek, Bombay coast, and anchored; but the wind being violent they dragged their anchors, collided against the bridge, filled with water and stranded on a rock at 4 P.M. of the 9th February. The whole of the cargo valued at Rs. 140 was lost. The crew of 11 men were all saved; two having been picked up by a hodi, which was passing by the place when the accident happened, and brought ashore. The damage to the vessels is estimated at Rs. 40.

32. **Shraven.**—A British Indian muchwa, of Belapur, 8 tons register, official No. 3543, age 45 years, bound from Gaudhari, a sub-port of Kalyan, to Bombay with a cargo of grass.

33 **Sambel.**—A British Indian muchwa, of Belapur, 8 tons register, official No. 3703, age 34 years, bound from Gaudhari, a sub-port of Kalyan, to Bombay with a cargo of grass.

These two vessels laden with their cargo of grass and being lashed together proceeded on their voyage at 1 P.M. of the 9th February. They came to the Kelwa bridge, in the Thana creek, Bombay coast, and anchored there. But the wind being very violent they dragged their anchors and collided with the bridge. They then stranded on a rock and being filled with water the whole of the cargo valued at Rs. 140 was lost. The crew consisting of 8 men altogether were saved, three having been picked up by the Tindal of a hodi which was passing by when the accident occurred, and 5 clung to the side of the vessel and came ashore. The damage done to the vessels is estimated at Rs. 30.

34. **Laxmee.**—A British Indian mahagiri, 22 tons register, official No. 3250, age 4 years, bound from Bassein to Bombay, with a cargo of salt, valued at Rs. 2,160 and a crew of 8 men.

This vessel set sail from the Bassein barge at 4 A.M. of the 9th February with her cargo of salt contained in 360 bags. When she was about 4 miles from Utan she met with stormy weather and high seas. The mast broke and she shipped a large quantity of water. To save the vessel from sinking the whole of the cargo was jettisoned; but for all that she became a floating wreck and in that condition was brought to shore with all her crew by a fishing vessel. The damage sustained by the vessel is estimated at Rs. 50.

35. **Ruparel.**—A British Indian padow, of Surat, 28 tons register, official No. 3415, age 45 years, bound from Umarsadi to Bombay, with a cargo of firewood, valued at Rs. 224, and a crew of 8 men.

This vessel after leaving the port of Umarsadi, sailed safely as far as Dahanu where a sudden and severe storm sprung up, her sails were torn to pieces and she was driven ashore off Naregal and damaged to the extent of Rs. 800, at 5 P.M. of the 9th February. No loss of cargo. No life lost.

36. **Darya Daulat.**—A British Indian padow, of Surat, 34 tons register, official No. 3503, age 53 years, bound from Karanja to Surat, with a cargo of paddy valued at Rs. 2,367 and a crew of 9 men.

This vessel after leaving the port of Karanja sailed as far as Tarapur, Bombay coast, where she encountered sudden squalls which tore her sails to pieces and being driven by the current against the rocks she stranded off Naregal bander, at 5 P.M. of the 9th February and was damaged to the extent of Rs. 800. Cargo to the value of Rs. 1,200 was also damaged. No life lost.

37. **Laxmee.**—A British Indian mahagiri, 14 tons register, official No. 2459, age not known, bound from Manik mahal salt works to the Preventive station at Bhaynder, with a cargo of salt, valued at Rs. 1,208-4-0, and a crew of 6 men.

This vessel was at anchor at the Bhaynder Preventive Station in the bend of the Bassein creek, Bombay coast, and when the tide served she started on her voyage, but owing to strong winds her sails were torn and the waves dashing against the sides of the vessel, she sank with all her cargo, with the exception of 104 empty bags. The vessel was afterwards refloated and found to have been damaged to the extent of Rs. 90. No life lost.

38. **Salamatpasa.**—A native craft, of Porbander, 48 tons register, official No. 175, age 3 months, bound from Bombay to Porbander, with a cargo of cotton seeds, bajri, iron and alma, valued at Rs. 2,900 and a crew of 7 men.

Encountered a severe storm on her way from Bombay to Porbander, at a place known as Surat Bari, in the gulf of Cambay, about midnight of the 9th February and to save the vessel and crew, 157 bags of cotton seeds, worth Rs. 550, was jettisoned. The vessel was damaged to the extent of Rs. 25. No life lost.

39. **Ramban.**—A British Indian vessel, of Karanja, 8 tons register, official No. 385, age 35 years, bound from Karanja to Bombay, with a cargo of paddy, valued at Rs. 684 and a crew of 4 men.

This vessel was anchored in the Karanja creek, Bombay coast, and about 3 P.M. of the 9th February the weather became stormy and the Tindal tried to take the vessel up the creek when her sails, which were old were torn to pieces and she foundered off Kasola, a sub-port of Karanja. She was afterwards refloated and found to have been damaged to the extent of Rs. 200, cargo with Rs. 441 in cash worth was lost; and about Rs. 125, damaged. No life lost.

40. **Ganeshpasa.**—A native craft, of Porbander, 87 tons register, official No. 106, age 4 years, bound from Calicut to Porbander, with bamboo slips, valued at Rs. 1,120, and a crew of 9 men and 2 boys.

Encountered severe weather accompanied with heavy showers of rain at Surat Bari, gulf of Cambay, at 11 A. M. of 9th February, which tore her sail, valued at Rs. 100; and as she began to fill with water a portion of the cargo was jettisoned to lighten her. The value of the cargo lost is estimated at Rs. 60. No life lost.

41. **Ruparel.**—A British Indian padow, of Diu, 28 tons register, official No. 4769, age unknown, bound from Diu to Kalyan and Porbander, with a cargo of cotton seeds, valued at Rs. 1,500, and a crew of 7 men.

Encountered a severe storm accompanied with heavy showers of rain on her way from Kalyan to Porbander, at 10 A. M. of the 9th February, and as she began to fill with water a portion of the cargo was jettionsed to lighten her. The cargo lost is estimated at Rs. 400. The vessel, however, sustained no damage. No life lost.

42. **Palki.**—A native craft, of Bombay, 32 tons register, official No. 4784, age 12 years, bound from Bombay to Porbander, with a cargo of bajri, rice, and other miscellaneous articles, valued at Rs. 2,500, and a crew of 5 men.

Encountered a storm with heavy showers of rain and high seas at Surat Bari in the gulf of Cambay, at 10 A. M. of the 9th February, while proceeding on her way from Bombay to Porbandar, and had her sail, valued at Rs. 40, torn to pieces and as she began to fill with water and was about to sink, a portion of her cargo was jettisoned to save her. Cargo to the value of Rs. 575 was lost. No life lost.

43. **Rotang.**—A British steel flat, of Calcutta, about 523 tons register, no official number, bound from Serajgunge to Calcutta, with a cargo of jute valued at Rs. 87,194 and a crew of 21 men.

This vessel belonging to the Rivers Steam Navigation Company, whilst proceeding through the Sunderbunds, took fire at 11 A.M. of the 9th January and had to be scuttled in the Manakolla river. The cargo was totally lost and the bare hulk was saved. No life lost.

44. **Palkhi.**—A British Indian vessel, of Panvel, 8 tons register, official No. 3694, age 31 years, bound from Kalyan to Bombay, with a cargo of hay.

45. **Suryaban.**—A British Indian vessel, of Panvel, 8 tons register, official No. 3671, age not known, bound from Kalyan to Bombay, with a cargo of hay.

These two vessels laden with their cargo of hay were lashed together and left Kalyan for Bombay on the 5th February. They went as far as Nanale, a sub-port to the west of Trombay where she anchored for the night owing to bad weather. At noon of the 9th February the waves beat over the vessels and as they were about to sink, the cargo was jettisoned to save them and the crew. The *Palkhi* was damaged to the extent of Rs. 15. The *Suryaban* sustained no damage. No life lost.

46. **Yeshwanti.**—A British Indian muchwa, of Ratnagiri, 7 tons register, official No. 10730, age 14 years, classed as a country craft, bound from Ratnagiri to Jaitapur, with a cargo of paddy, valued at Rs. 504, and a crew of 7 men.

This vessel was at anchor in the Merkerwada creek, Bombay coast, about 100 yards from the shore, and at 1 P. M. of the 10th February the cable parted, owing to a violent gale, and being driven on the rocks she was damaged to the extent of Rs. 300, and cargo to the amount of Rs. 494 was lost. No life lost.

47. **Dhunprasad.**—A native craft, of Veraval, 40 tons register, official No. 11, age 4 years, bound from Bombay to Veraval, with a cargo of kerosine oil valued at Rs. 3,200, and a crew of 8 men.

Encountered a sudden storm, at 8 A.M. of the 10th February, when anchored off Kelwa Mahim on the Bombay coast, and parting from her anchor she was driven on to the rocks and damaged to the extent of Rs. 2,400. The crew after jettisoning a portion of the cargo to the amount of Rs. 865 abandoned her. A portion also was found to be damaged, value Rs. 200. No life lost.

48. **Fatte Kher.**—A native craft, of Junagad, 43 tons register, official No. 21, age 5 years, bound from Cochin to Ponani and Veraval, with a cargo of cocoanuts, coir yarn, coir rope, and cocoanut oil, valued at Rs. 3,000, and a crew of 8 men.

Encountered a storm at 1 P. M. of the 10th February at Usarni, a sub-port of Kelwa, Bombay coast, and had her sails torn, and having parted from her anchor she drifted ashore and was damaged to the extent of Rs. 2,000. Cargo to the amount of Rs. 1,200 was lost and about Rs. 300 worth damaged. No life lost; three of the crew having got ashore in the vessel's tony, and five swam ashore.

49. **Ramban.**—A British Indian vessel, of Belapur, 10 tons register, official No. 2900, age 42 years, bound from Panvel to Bombay, with a cargo of grass valued at Rs. 70, six passengers, and a crew of 6 men.

This vessel was driven on to a rock at midnight of the 10th February near the Panvel bander wharf, at high tide, where she was propped up by supports and on the tide ebbing, one of these forced itself into her side and made a big hole through which the water came in and she was swamped and damaged to the extent of Rs. 25. Cargo to the amount of Rs. 5 was lost. No life lost.

50. **Bhairiprasad.**—A British Indian muchwa, of Malvan, 8 tons register, official No. 4084, age not known, classed as a country craft, bound from Barkor to Honavar, with a cargo consisting of empty bags, Rs. 500 in cash and Rs. 200 in currency notes, and a crew of 5 men.

Encountered squally weather at 4 P. M. of the 10th February when anchored at sea three miles off the hill near the Manti Custom house, Bombay coast. She had her mast broken, and as she broke away from her anchor, she capsized and was damaged to the extent of Rs. 100. Cargo as well as cash were lost. Value estimated at Rs. 800. No life lost.

51. **Sheikh Berkhud.**—A British screw steamer, of Greenock, 158 tons register, official No. 98302, age 7 years, classed at Lloyds 100 A. I., bound from Aden to Perim and Hodeidah, with a general cargo, 7 passengers, and a crew of 29 men.

Stranded in Aden harbour at 9·20 P. M. of the 10th February. The vessel having been improperly laden had to run on shore to avoid capsizing. The tween deck cargo had to be jettisoned to right her, value not stated. The vessel sustained no damage. No life lost.

52. **Ruparel.**—A British Indian batel, of Dholera, 48 tons register, official No. 27, age 56 years, classed as a country craft, bound from Mormagoa to Dholera with a cargo of cocoanuts, betel-nuts, etc., valued at Rs. 2,386-8-0 and a crew of 11 men.

Encountered a sudden and violent gale on the afternoon of the 10th February when at a distance of about 4 miles from Harnai near Marud, on the Bombay coast; and as the vessel took in much water, she was abandoned by the crew. The vessel ultimately drifted ashore and was found to be damaged to the extent of Rs. 1,500. Cargo to the value of Rs. 600 was lost. No life lost.

53. **Ceres.**—A British screw steamer, of Newcastle, 2319 tons register, official No. 106609, age 1 year, classed at Lloyd's 100 A. I., bound from Bombay to Calcutta, in water ballast, and a crew of 56 men.

Encountered boisterous weather at 5-40 A. M. of the 11th February on her way from Bombay to Calcutta, when in Lat. 13° 55′ N. Long 73° 54′ E, Arabian sea and had three blades of her propellor broken. No damage to cargo. No life lost.

54. **Rose.**—A British Indian boat, of Bombay, 14 tons register, official No. 4548, age 10 years, bound from Navibander to Bombay, with a cargo of leather, etc., valued at Rs. 350, and a crew of 3 men.

Collided with a fishing stake, and had some of her planks broken and as she filled with water she was abandoned by the crew at about 6 A. M. of the 15th December when 4 or 5 miles west of Bassein, Bombay coast. The Tindal and crew having hailed a passing vessel, were taken on board and landed at Agashi-bander. The wreck was sighted off Manori the next morning when it was brought into that port. About Rs 100 worth of cargo was lost, and the same amount damaged. No life lost. The vessel was damaged to the extent of Rs. 50.

55. **Wynford.**—A British steel barque, of London, 1,859 tons register, official No. 108192, age 9 months, classed at Lloyd's 100 A. I., bound from Cape Town to New York, with a cargo of jute and jute-cuttings, gunnies and saltpetre, value not stated.

A fire broke out amongst the jute bales in the forehold of the vessel, at Hastings moorings, Hooghly river, at 2-30 P. M. of the 15th February, and had her plates bulged, beams twisted, woodwork burnt, sails scorched and rendered unserviceable, and all her marine stores destroyed. The value of the damage done is estimated at Rs. 25,000. The cargo was partly burnt and the rest being damaged were sold on account of the concern for Rs. 81,000. No life lost.

56. **Aristomene.**—A British iron ship, of Liverpool, 1,662 tons register, official No. 84076, age 18 years, classed at Lloyd's 100 A. I., was at Chittagong. Description and value of cargo and number of crew, not reported.

Sprung a leak in consequence of having been in contact with submerged wreck or hard substance in the Indian ocean, at 2-55 P.M. of the 15th February. On arrival at Chittageng she was surveyed and it was found that the rivets in the port hinges had been started. The cargo was slightly damaged. No loss of life.

57. **Katian Pasa.**—A native craft, of Cutch Mandvi, 72 tons register, official No. 2363, age 5 years, bound from Mangalore to Bombay and Jamnagar, with a cargo of Mangalore tiles, rice, dal and dates, aggregate value Rs. 1,309, six passengers, and a crew of 9 men.

Encountered adverse winds and high seas on her way from Bombay to Jamnagar, and as she rolled heavily, the cargo of tiles dashed against her sides and she sprang a leak. The Tindal finding it impossible to proceed any further drove the vessel ashore at Sarkar bander, Kathiawar coast, at midnight of the 15th February, at the same time landing the passengers and crew safely by means of a small boat belonging to the vessel. The next morning the cargo was taken out by the Customs authorities, when it was found that the value of the articles lost and damaged amounted to Rs. 1,085. The damage to the vessel is estimated at Rs. 1,000. No life lost.

58. **Lakhamipasa.**—A native craft, of Mongrol, 37 tons register, official No. 96, age unknown, bound from Mongrol to Bombay and Porbander, with a cargo of kerosine oil, rice, and bajri, valued at Rs. 2,700, and a crew of 7 men.

Encountered a severe storm accompanied with rain, at Surat Bari on the 22nd February on her way from Bombay to Porbander. Her sail was torn, and the vessel otherwise damaged to the extent of Rs. 80, and as she began to fill with water and was on the point of sinking a portion of her cargo was jettisoned

to save her and the crew. The value of the cargo lost is estimated at Rs. 700. No life lost.

59. **Ramprasad.**—A British Indian padow, of Bilimora, 24 tons register, official No. 28, age 6 years, bound from Bilimora to Dahanu and Porbander, with a cargo of wooden slips valued at Rs. 500, and a crew of 7 men.

This vessel while at Surat Bari on her way from Dahanu to Porbander encountered a storm at midnight of the 23rd February. The upper part of the vessel having given in, a great quantity of water came in, and as there was fear of her sinking, a portion of the cargo was jettisoned to save her and the crew. The damage to the vessel is estimated at Rs. 4 or 5. The loss of the cargo is valued at Rs. 100. No life lost.

60. **Albert.**—A British steam-tug, of Bassein, 52 tons register, official No. 78182, age 21 years, was employed in towing in the Bassein port, with a crew of 12 men, no cargo.

Collided with the ferry slip *Attegyi* whilst proceeding up the Ngaw-don river, port of Bassein, Burma coast, under pilotage charge at 8 A.M. of the 23rd February. The pilot was turning the vessel round half speed ahead to take her to her berth. Whilst doing so he found the current too strong towards the shore, and the tug consequently did not come round at once, the current having caught the stem of the tug brought her bow in touch with the lower end of the ferry steps which broke away at once, on account of its being rotten and worm-eaten. One short post, two beams, and a dozen flooring battens of the steps were carried away. The tug was not grounded, but her bow just touched the soft mud and came off at once without any damage being done to her. As the accident appeared to have happened through the carelessness of the Pilot of the *Albert* he was charged with having navigated that vessel in a rash and negligent manner, so that he brought the said vessel into collision with the *Attegyi* ferry slip, doing material damage to the same, and afterwards ran his vessel's stem into the bank of the river.

A Court of Inquiry, held under section 6 of the Burma Pilot's Act to investigate the cause of the collision, having duly considered all that had been brought before it, were of opinion that the pilot committed an error of judgment in attempting to turn the tug *Albert* at the bend of the river which he selected; but that his action did not show incompetency. The Court accordingly recommended that the Pilot be reprimanded and that he be ordered to pay for the damages to the wharf up to the extent of Rs. 60, but that his certificate be not suspended.

61. **Sahara.**—A British screw steamer, of Glasgow, 2,665 tons register, official No. 106062, age 2 years, bound from Bombay to New York *viâ* Colombo and Cochin, with a general cargo. Number of crew not stated.

This vessel took fire at midnight of the 25th February whilst in Garden Reach moorings, Hooghly river. The fire originated amongst the general cargo in the fore tween deck. Several cases of sewing machines, clocks and woodware were burnt and other cases damaged by fire and water, value estimated at Rs. 408. The vessel had her lining and pipe casing damaged. No life lost.

62. **Nubia.**—A British screw steamer, of Greenock, 3,824 tons register, official No. 102394, age 3 years, classed at Lloyd's 100 A. I., bound from Southampton to Suez and Bombay, as a hired transport conveying 1,327 troops, and a crew of 181 men.

Collided with a dhow at 1-20 A. M. of the 28th February when in Lat. 18° 42′ N. Long. 72°05′ E., Indian ocean. The dhow was sunk and four men and a

boy were saved by the ship's life-boat. The casualty is attributed to the dhow not exhibiting any light, the crew being evidently asleep as no sound was heard until a few seconds before she was struck.

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63. **Vithalpasa**—.A native craft, of Porbander, 23 tons register, official No. 29, age 60 years, bound from Jaygad to Porbander, with a cargo of jaggery, ground nuts, and bamboos, valued at Rs. 1,000 and a crew of 4 men and 2 boys.

Encountered a severe storm and high seas at 10 A.M. of the 2nd March at Surat Bari, Bombay coast, and as she was about to founder, a portion of the cargo (211 bamboos) valued at Rs. 12-8-0 was jettisoned to save her and the crew. The vessel sustained no damage. No life lost.

64. **Ruparel**.—A British Indian padow, 14 tons register, official No. 4173, age 36 years, bound from Bombay to Navsari, with a cargo of goowar, matches, sandalwood, clay, and betel-nuts, valued at Rs. 1,665-8-0, and a crew of 6 men.

While entering the Muchhad creek, Bombay coast, she encountered a storm at 2 A.M. of the 2nd March and nearly sank through the violence of the storm. The cargo was partially lost and partly damaged. The former is estimated at Rs. 831-8-0, and the latter at Rs. 650. No life lost. The vessel was damaged to the extent of Rs. 100.

65. **Argus**.—A British screw steamer, of Melbourne, 1,822 tons register, official No. 95956, age 9 years, classed at Lloyd's 100 A. I., bound from Newcastle to Colombo and Singapore, *vid* Rangoon, with a general cargo and copper, value not stated and a crew of 73 men.

Collided with a cargo boat at 5-15 P. M. of the 3rd March, off Spark Street jetty, as she was proceeding up the Rangoon river under charge of an Assistant Harbour Master. The cargo boat was heading straight down the river on the starboard tack and about 1½ points on the starboard bow of the *Argus*, which on seeing this, straightened up. The cargo boat then ported her helm and stood across the bows of the steamer with the result that the *Argus* struck her on the port quarter and knocked a hole in her and sank her. No loss of cargo. No life lost. The *Argus* sustained no damage.

A Special Court of Inquiry was held under Section 7 of the Indian Merchant Shipping Act, V of 1883, to investigate the cause of the collision. The Court were of opinion that the accident was caused by the Tindal of the cargo boat who tacked, when there was no occasion for it, across the bows of an approaching steamer, and considered that the Assistant Harbour Master acted with prudence and judgment.

66 **Naranpasa**.—A native craft, of Bulsar, 24 tons register, official No. 2784, age 4 years, bound from Bulsar to Dahanu and Porbander, with a cargo of wooden logs, valued at Rs. 300, and a crew of 7 men.

Encountered a severe storm at Surat Bari, Bombay coast, on her way from Dahanu to Porbander, at midnight of the 4th March, and to save the vessel and crew, the Tindal jettisoned 135 logs of wood valued at Rs. 90. The vessel sustained no damage. No life lost.

67. **Patiala**.—A British screw steamer, of Glasgow, 1,929 tons register, official No. 93328, age 13 years, classed at Lloyd's, + bound from Rangoon to Madras, with a general cargo, value not reported, and a crew of 94 men.

Collided with the *Obra* off Spark Street wharf, Rangoon harbour, as she was proceeding down under charge of an Assistant Harbour Master at 1-45 P.M. of the 4th March. The *Patiala* was lying at the Dalla buoy; the tide being half flood, and there was very little wind. She sheered across from the Dalla side to cross the *Obra's* bow passing about 70 or 80 feet ahead of her. When she got into the channel between the *Obra* and the shore she was as near as possible between the *Obra* and the vessel lying ahead of her in the same line, she was then fairly up and down parallel with the wharf. The engines were stopped as soon as she got straight, and she was going through the water slowly. The engines were put astern to stop her way and allow her to drift with the tide. As soon as the engines went astern the bow fell off to starboard, and the propeller being right-handed she gave a cant towards the *Obra* and a collision appeared inevitable and the anchor was let go to straighten her up. The engines were then put full speed ahead to try and clear the *Obra*, but she could not do it, but fouled her anchor with her starboard quarter boat. She also collided against the bow of the *Obra* and had her quarter smashed, the davits bent, the socket cracked, some awning stanchions carried away, and a flap of the port twisted, and another torn off; there was also slight damage to the plating. The damage to the *Patiala* is estimated at Rs. 1,000. No damage to cargo. No life lost.

A Special Court of Inquiry was held under Section 7 of the Indian Merchant Shipping Act, V of 1883, to investigate the cause of the collision. The Court were of opinion that the accident was caused by the Assistant Harbour Master going astern without first having dropped his anchor; and also that he ought to have known about the set of the tides near the Brooking Street wharf.

68. Polyphemus.—A British screw steamer, of Liverpool, 1,748 tons register, official No. 97818, age 8 years, bound from Yokohama to Penang and Amsterdam with a general cargo, value not stated, 80 Malay passengers, and a crew of 42 men.

This vessel broke her after tunnel shaft, at 3 A.M. of the 5th March, when in Lat. 5°53′ N. Long. 84°45′ E., Indian ocean. A new shaft was obtained from Singapore, and after repairs which occupied about one month, she proceeded on her voyage. The accident was trifling. No loss of cargo. No life lost.

69. Dhanprasad.—A native craft, of Bulsar, 21 tons register, official No. 2748, age 5 years, bound from Bulsar to Dahanu and Navibander, with a cargo of timber, valued at Rs. 250, and a crew of 6 men.

Encountered a severe gale of wind, and high seas, at about midnight of the 5th March, on the voyage between and Dahanu and Navibander; and to save the vessel and lives of the crew a portion of the cargo, valued at Rs. 70, was jettisoned. The vessel sustained no damage. No life lost.

70. Knight Templar.—A British screw steamer, of Liverpool, 2,767 tons register, official No. 96342, age 9 years, classed at Lloyd's 100 A.1., bound from Calcutta to Madras and coast ports with a general cargo, and a crew of 68 men.

Stranded on the Mukraputty lumps, river Hooghly, at noon of the 5th March, as she was proceeding down under pilotage charge. She sheered against her port helm and brought the Noorpur flat Nun buoy on the starboard bow; and as she was recovering she bilged on the flat and went over the buoy. She was

aground for 9 hours; but apparently sustained no damage. No loss of cargo. No life lost.

71. **Saint Mary.**—A British screw steamer, of Liverpool, 1,939 tons register, offic' ' No. 106829, age 2 years, classed at Lloyds 100 A. I., bound from Antwerp to Suez and Yokohama, with a general cargo, value not reported, and a crew of 27 men.

Arrived at Calcutta with her cargo on fire. The fire appears to have originated at 6-20 A.M. of the 6th March when in Lat. 9°52′ N. Long. 66°42′ E., Arabian sea, and was extinguished on a portion of the cargo consisting of dynamite and phosphorus being jettisoned and some of it being shifted to forehold. The value of damage to vessel and cargo not stated. No life lost. The vessel was insured for £30,000.

72. **Daryaban.**—A British Indian mahagiri, of Thana, 14 tons register, official No. 7368, age 31 years, bound from Kokeri, a sub-port of Nagothna, to Bombay, with a cargo of firewood, valued at Rs. 130, and a crew of 5 men.

Stranded on a sunken rock at Koheti, a sub-port of Nagothna, Bombay coast, at 8 P.M. of the 9th March and having sprung a leak she filled with water and was damaged to the extent of Rs. 50. No loss of cargo. No life lost.

73. **Sardari.**—A British Indian vessel, of Belapur, 10 tons register, official No. 3474, age 38 years, bound from Ambetor, a sub-port of Panvel, to Bombay with a cargo of grass, valued of Rs. 30 and a crew of 4 men.

This vessel while proceeding from Panvel to Bombay, was drifted on to a rock at Dhakta Dwavala at 4 A.M. of the 12th March, and having sprung a leak she filled with water and was damaged to the extent of Rs. 10. The whole of her cargo was lost. No life lost.

74. **Bombay.**—A British screw steamer, of London, 2,049, tons register, official No. 86976, age 16 years, classed at Lloyds 100 A. I., bound from Batoum to Suez and Bombay, with a cargo of kerosine oil, value not stated, and a crew of 51 men.

Collided with the S. S. *Bedouin* at 10-30 P.M. of the 13th March when moving to her berth in Bombay harbour. The *Bedouin* was at anchor in the harbour, and the accident is attributed to an error of judgment on the part of the pilot in moving the *Bombay* into the mooring berth on the flood tide at night. The vessel sustained trifling damage. No loss of cargo. No life lost.

75. **Bedouin.**—A British screw steamer, of Liverpool, 2,245 tons register, official No. 105332, age 3 years, classed at Lloyds 100 A.I., bound from New York to Aden and Bombay with a general cargo, value not stated, and a crew of 32 men.

This vessel while being moored in Bombay harbour at 11-30 P.M. of the 13th March was ran into by the S. S. *Bombay*, on the port bow, and was slightly damaged. No loss of cargo. No life lost.

76. **Ramban.**—A British Indian muchwa, of Pen, 37 tons register, official No. 722, age 35 years, bound from Sambri to Belapur, with a cargo of teak-wood rafters, valued at Rs. 160, and a crew of 5 men.

This vessel was lying near the mouth of the Vashishti creek, Bombay coast, and being old and her cargo heavy, her bottom planks gave way and she filled with water and settled down at 7 P.M. of the 19th March. The damage to the vessel is estimated at Rs. 20. No loss of cargo. No life lost.

77. **Adria.**—A German screw steamer, of Hamburg, 3,501 tons register, official number not given, age 2 years, was at Perim with a general cargo, value not reported.

Grounded at Jebel Luker in the Red sea at 6-10 P.M. of the 22nd March. She was examined by divers and found that her bottom had sustained injury, many plates three-quarters inch thick having been indented. Some of the cargo consisting of sugar, iron, cement, liquors, etc., were landed dry and reshipped and some had to be jettisoned. Two of the loaded lighters in tow of the *Berkhud* foundered during a gale between Mocha and Perim, but all on board were saved, she was afterwards surveyed; her deck recommended to be caulked, and the vessel allowed to proceed.

73. **Derbyshire.**—A British twin screw four-masted steamer, of Liverpool, 4,237 tons register, official No. 106876, age two years, classed at Lloyd's 100 A. I., bound from Rangoon to London. Description and value of cargo not reported.

This vessel having left Rangoon arrived at Colombo and the Master reported that on the night of the 23rd March he felt a vibration throughout the ship and came to the conclusion that her propeller must have fouled something. Divers were sent down to examine and it was found that one of the propeller blades had gone, but it was decided that the vessel should proceed without repairing. No damage to cargo or loss of life reported.

79. **North Sands.**—A British screw steamer, of Whitby, 2,253 tons register, official No. 106102, age 3 years, classed at Lloyd's, 100 A. I., bound from Cardiff to Bombay, with a cargo of coal, value not reported, and a crew of 31 men.

This vessel whilst swinging at her moorings, S.-E. of North Cross island Reef buoy, Bombay harbour, collided with some hard substance supposed to be stone ballast, at about 8 A.M. of the 23rd March, but sustained no damage. No loss of cargo. No life lost.

80. **Saint Ronald.**—A British screw steamer, of Liverpool, 1,985 tons register, official No. 105346, age 3 years, classed at Lloyd's, 100 A. I., description of cargo and number of crew not reported.

This vessel arrived at Colombo on the 25th March and reported that she had lost two blades of her propeller. Spare blades were fitted on, but to do this about 200 tons of cargo had to be discharged. She proceeded on her voyage on the 31st idem. No loss of life reported.

81. **Dupleix.**—A French screw steamer, of Marseilles, 1,264 tons register, official No. not given, age about 2 years, was at Colombo, with oil and other cargo for Calcutta; number of crew not stated.

This vessel whilst loading at Colombo, took fire in the main hold, on the night of the 31st March. The fire was not extinguished until some damage was done to vessel and cargo and then only by filling No. 2 hold with water. The water was afterwards pumped out, and the portion of the cargo that was not in a fit state for reshipment was sold by public auction. The value of damage to vessel and cargo not reported.

APRIL.

82. **Ganeshpasa.**—A native craft, of Jamnagar, 62 tons register, official No. 348, age not known, bound from Bombay to Porbander, with a cargo of kerosine oil, and bajri, valued at Rs. 4,400, and a crew of 7 men.

Encountered a severe storm accompanied with heavy showers of rain, and high seas at Surat Bari, Bombay coast, about midnight of the 2nd April, when it became necessary to jettison a portion of the cargo in order to save

the vessel and the lives of the crew. The vessel sustained no damage. The cargo lost is valued at Rs. 900. No life lost.

83. **Sunderpasa.**—A native craft, of Porbander, 78 tons register, official No. 116, bound from Broach to Porbander with a cargo of cotton seeds, sweet oil, pulse and earthenware, value at Rs. 2,882-8-0, and a crew of 8 men.

Grounded on a sand bank in the Nerbudda creek, about 4 or 5 miles from Broach, in the gulf of Cambay as the vessel was proceeding on her voyage from Broach to Porbander, at 4 P. M. of the 7th April; and on the tide ebbing she capsized and was damaged to the extent of Rs. 250. Nearly the whole of the cargo was lost, except some cotton seeds worth Rs. 110, and oil worth Rs. 324. No life lost.

84. **Scottish Glens.**—A British iron ship, of Liverpool, 2,061 tons register, official No. 91205, age 13 years, classed at Lloyd's + 100 A. I., bound from Calcutta to Hamburg, with a cargo of jute, value not reported; number of crew unknown.

Collided with the steam ferry *Urbasi*, at Roypore Reach, river Hooghly, as she was proceeding down under pilotage charge on the 9th April. The *Urbasi* was struck while she had stopped and was taking passengers on board from a country boat. Her hull and engines on the port quarter were injured and the damage is estimated at Rs. 2,000. The *Scottish Glens* apparently sustained no damage. No loss of cargo. No life lost.

85. **Urbasi.**—A British steam ferry, of Calcutta, belonging to the Calcutta Steam Navigation Company, was employed on the Hooghly river as a ferry steamer, tonnage and official number not given, age 5 years, with a general cargo, value unknown, 414 passengers, and a crew of 19 men.

(*For an account of a collision between this vessel and the "Scottish Glens", see Casualty Statement No. 84.*)

86. **Otterburn.**—A British fore-masted barque, of Greenock, 2,499 tons register, official No. 102375, age 5 years, classed at Lloyd's 100 A. I., bound from Barry to Cape Town and New York, with a cargo of jute and jute butts, value not reported, and a crew of 31 men.

This vessel while loading for New York, at No. 4 Hastings moorings, Hooghly river, took fire at 3-30 P. M. of the 11th April, which appear to have been confined to the main compartment. A considerable quantity of the jute in the 'tween deck also in lower hold was badly damaged by fire and water, and it was anticipated that the greater portion of the entire cargo would have to be discharged. The entire cargo was ultimately placed on shore for survey, and it was recommended that all the damaged cargo should be sold on account of the concerned. The proceeds of the sale amounted to Rs. 1,80,000. The vessel had several main deck beams and deck plating, also outside plate to hull, as well as a quantity of main deck planking badly burnt and buckled by the heat and swollen jute. Several beams, 'tween deck were also bent up. Portions of the ship's equipment, sails, etc., also suffered from the fire. The damage to the vessel is estimated at Rs. 25,000. No life lost. The origin of the fire is not known.

87. **Golaghat.**—A British inland steamer, belonging to the Indian General Steam Navigation Company, of Calcutta, 520 tons register, no official number, age 12 years, bound from Calcutta to Naraingunge, with a general cargo; number of crew not reported.

This vessel with the flats *Moleni* and *Gogra* grounded on the bank at Roychuck during a squall which she encountered on the 16th April. The *Gola-*

ghat and the *Gogra* floated on the following tide and the *Molent* floated on the morning of the 18th idem. The vessels were uninjured. No damage to cargo. No life lost.

88. **Dawalprasad.**—A native craft, of Mangrol, 64 tons register, official No. 4938, age 4 years, classed as a kotia, bound from Mangrol to Porbander, with a cargo of wooden pieces and cocoanuts, valued at Rs. 150, and a crew of 5 men.

Encountered a storm at Balej between Navibander and Madharpore, Kathiawar coast, at 9·30 P. M. of the 18th April which tore her sail cloths, and she also sprung a leak, and being about to founder a portion of the cargo was jettisoned for the safety of the vessel and the lives of the crew. The damage to the vessel is estimated at Rs. 500. No life lost.

89. **Sui Sang.**—A British screw steamer, of London, 1,776 tons register, official No. 105772, age 3 years, classed at Lloyd's 100 A. I., bound from Hong Kong to Calcutta, with a general cargo, value not reported, and a crew of 80 men.

Grounded at Hooghly Point, river Hooghly, at 8-40 A.M. of the 18th April as she was proceeding up under pilotage charge. The vessel took a sheer, went against her helm, and ran on the bank. She remained aground for 25 minutes, but sustained no damage. The accident is attributed to strong eddies off Hooghly Point and to her sheering across the channel against her helm. No loss of cargo. No life lost.

90. **Lakhamipasa.**—A native craft, of Porbander, 58 tons register, official No. 90, age unknown, classed as a kotia, bound from Karwar to Porbander, with a cargo of bamboo slips and logs of timber, valued at Rs. 1,000, and a crew of 8 men.

Encountered a severe storm and heavy showers of rain at Surat Bari, Bombay coast, on her way from Karwar to Porbander about midnight of the 20th April and had her sail torn, valued at Rs. 40, and as she was about to founder a portion of her cargo, worth Rs. 85, was jettisoned to save the vessel and the crew. No life lost.

91. **Gorsedd.**—A British screw steamer, of Cardiff, 2,451 tons register, official No. 98450, age three years, classed at Lloyd's 100 A. I., was at Perim. Description of cargo and number of crew, not reported.

Grounded near Perim, Red sea, at 1 A.M. of the 21st April. She remained aground for 5 hours and got off without assistance. Divers were employed to examine the condition of the vessel's bottom and it was found that one blade of her propeller was broken. No loss of cargo. No life lost.

92. **Ruparel.**—A British Indian vessel, of Surat, 26 tons register, official No. 4326, age 41 years, bound from Bhavnagar to Bombay, with a cargo of wheat and gingelly seed, valued at Rs. 2,379, and a crew of 6 men.

Encountered a storm at midnight of the 22nd April when about 6 miles to the north-west of Dahanu, Bombay coast. Her mast was broken and her cable snapped and she also lost an anchor. The value of damage to the vessel is estimated at Rs. 101. Cargo lost and damaged is valued at Rs. 239. No life lost.

93. **Ganges.**—A British three-masted screw steamer, of Barrow, 2,111 tons register, official No. 83978, age 17 years, classed at Lloyd's +, bound from London to Bombay and Aden, with a general cargo, value not reported; 4 passengers, and a crew of 165 men.

This vessel was at anchor in the inner harbour of Aden at 12-15 A. M. of the 22nd April. At 5-29 A. M. the Pilot came on board to take her into the inner harbour. She went ahead and was rounding on starboard helm. At first she answered her helm well, but shortly after it was noticed that she was not coming so fast as before and it was supposed that the tide was having effect on the ship. Whereupon the Pilot ordered the engines to be stopped and put full speed astern, but before her way was stopped the *Marbat* shoal light vessel was close along the port side of the ship, her mast and tackling coming in contact with the ship's boats, and as she passed aft, one of the blades of the propeller caught her, preventing her from clearing the ship where she remained for about 5 minutes and then sank. The ship was still making very slight headway; the propeller being foul it was impossible to move the engines when the ship's bow took the mud lightly. She was afterwards cleared and steamed into her moorings. No damage to cargo. No life lost.

A Court of Inquiry held under Section 8 of the Indian Merchant Shipping Act, V of 1883, as amended by Act VI of 1891, to investigate the circumstances attending the stranding of the S. S. *Ganges* and the sinking of the *Marbat* shoal light vessel, were of opinion that the Pilot had committed a grave error of judgment in endeavouring to turn the *Ganges* directly her anchor was aweigh on extreme starboard helm and so stranded the ship and caused it to collide with the *Marbat* shoal light vessel.

94. **Oceanic.**—A British screw steamer, of Sunderland, 1,863 tons register, official No. 99615, age 6 years, classed at Lloyd's 100 A. I., bound from Beira to Bombay, description of cargo, and number of crew not reported.

This vessel having struck something whilst on her passage sprung a leak on the 23rd April. Her bottom was badly damaged and nineteen plates bent or broken and sixteen frames broken. Temporary repairs were executed, after which the vessel proceeded. The cost of the temporay repairs including dock fees is estimated at £3,500. No damage to cargo. No life lost.

95. **Hiraprasad.**—A native craft, of Bulsar, 25 tons register, official No. 1988, age 35 years, classed as a padow, bound from Bilimora to Porbander, with a general cargo, valued at Rs. 2,076-8-9, and a crew of 8 men.

Encountered a severe storm with high seas on her way from Bilimora to Porbander, at midnight of the 24th April, and as there was every likelihood of the vessel sinking, a portion of her cargo was jettisoned, valued at Rs. 50. The damage to the vessel is estimated at Rs. 15. No life lost.

96. **Commilla.**—A British screw steamer, of Glasgow, 550 tons register, official No. 73799, age 23 years, classed at Lloyd's +, bound from Akyab to Calcutta, with a general cargo, value not stated, 3 first class, 8 second class, and 820 deck passengers, and a crew of 63 men.

Grounded on soft mud, in the Megna channel, Chittagong river, at 6-35 A M. of the 25th April; the vessel having sheered on an eddy tide, she sustained no damage. No loss of cargo. No life lost.

97. **Fedora.**—A British steam yacht, of Hull, 159 tons register, official No. 84286, age 17 years, classed at Southampton 100 A.I., bound from Portsmouth to Trincomalee and Rangoon, with a crew of 23 men; no cargo.

This vessel whilst lying in the Rangoon river, Burma coast, moored with both anchors, was ran into by the German ship *Albert Rickmers* which was drop-

ping up to berth under charge of the Harbour Master. The *Fedora* was struck on the port side and had her foreyard and port gangway carried away with all equipments. The damage is estimated at £20. No loss of cargo. No life lost. The *Albert Rickmers* had her accommodation ladder broken.

A Special Court of Inquiry held under Section 7 of the Indian Merchant Shipping Act, V of 1883, to investigate the cause of the collision, found that the *Albert Rickmers* was dropped down towards the end of the flood at neap tides with the port anchor. The Harbour Master ordered the port anchor up and found it foul and let go the starboard anchor. The Chief Officer then suggested that the port anchor should be cleared, but the Harbour Master would not consent to do this then. The vessel continued to be dropped down with the starboard anchor, and the Chief Officer began to clear the port anchor against the orders of the Harbour Master, but the latter did not notice this. When a collision appeared likely the Harbour Master ordered the starboard cable to be paid out, but the windlass jambed. The tackle was then taken off the port anchor which was let go and the vessel brought up but not until she had sheered alongside the yacht *Fedora* doing certain damage. The Court also considered that the Harbour Master was not to blame even though he wished to proceed with the port anchor foul, for the ship was eventually brought up by that anchor when let go foul. The Court further considered that the accident was caused by the jambing of the windlass, and that the Chief Officer contributed to the accident by disobeying the order of the Harbour Master by persisting in trying to clear the port anchor. Had the tackle not been hooked on to the port anchor it might have been let go much earlier and the ship brought up before she was.

The Burma Government concurred in the finding of the Court, adding that the First Mate of the *Albert Rickmers* should be censured for disobeying the orders of the Assistant Harbour Master who was for the time being responsible for the proper handling of the ship.

98. **Albert Rickmers.**—A German four-masted barque, of Bremarhaven, 2,243 tons register, official number not given, age 4 years, classed at the Bureau Veritas, bound from Barry to Singapore and Rangoon, in water ballast, and a crew of 27 men.

(For an account of a collision between this vessel and the British yacht "Fedora" see Casualty Statement No. 97.*)*

99. **Brahmini.**—A British screw steamer, of Bombay, 523 tons register, official No. 98677, age 7 years, classed at Lloyd's 100 A. I., bound from Bombay to Karwar and Mormagao, with a general cargo consisting of betel-nuts, rice, etc., value not stated, 234 passengers, and a crew of 46 men.

Stranded at 3-30 A.M. of the 27th April on St. George's island between Karwar and Marmagao in the course of her coasting voyage from Mangalore to Bombay. The *Brahmini* left Karwar at midnight of the 26th with her passengers and cargo. It was then raining slightly, and there was a light wind with a smooth sea. The course set was N.-W. ½ W. by compass which course was continued until Loliem bore N.-E The course was then altered to N.-W. by N. which was maintained until the ship was off Cape Ramas when the Captain altered it again to N. by W. ¼W. It was then about 2 A. M., Cape Ramas bearing about east 1½ to 2 miles distant; the weather was bright and clear and there was no wind or sea. Just after the course had been altered, the Chief Officer relieved the Second Officer; and the Captain left the bridge giving the Chief Officer instructions to call him as soon as St. George's island was sighted and to keep a sharp lookout.

The Chief Officer then had a sikanni at the wheel, two lascars on the look out on the bridge, and two lascars on the look out in the bows. The ship was then proceeding at full speed, 95 revolutions a minute, which gave her a speed of 10¾ knots an hour. All the hands on deck at this time state that the weather remained clear, and that they were able to see the land on the starboard hand which at about 3 A.M. was from 6 to 7 miles distant until about 3 o'clock. It appeared likely to rain and the weather became cloudy. The Chief Officer stated that he saw the land from 5 to 7 miles distant up to about 3·20 A. M. but the man at the wheel and the four men on the look out all state that they could not see the land after 3 A.M. as the weather became misty. At about 3-20 A. M. the Chief Officer sent for the Leadsman and directed him to take soundings which he did at once, getting 4 fathoms. Almost immediately after the Chief Officer sent for the Captain to come to the bridge quickly and stop the engines. The Captain came on deck at once and had got half way up the bridge ladder when the ship struck heavily. On coming on to the bridge the Captain immediately stopped the engines. Having ascertained that the ship was making no water abaft the collision bulkhead and that there were rocks ahead close to the ship, the Captain ordered the engines full speed astern and the ship came off. After going astern for some time the engines were moved ahead, and the ship was first taken south and then to the westward and proceeded on her voyage to Marmagao at which place she arrived without further mishap at 5-50 A.M. the same day. While she was then getting off the obstacle on which she struck, St. George's island was observed about a mile distant, and the Captain and officers agreed that the ship must have struck on the rocks off St. George's island. No observation, however, was taken to verify this opinion. On arrival of the *Brahimini* in Bombay she was carefully surveyed, and it was found that the damage she sustained was of a very material nature, and the cost of repairing the same is estimated at Rs. 7,000 to Rs. 8,000 at least. No damage to cargo. No life lost.

A Court of Inquiry held to investigate the circumstances attending the stranding of the S. S. *Brahimini* decided, upon consideration of the whole of the evidence, to frame charges against the Chief Officer for neglect of duty in not calling the Captain when the weather became thick, and also for wrongfully proceeding at full speed when the weather changed. They considered that such neglect on the part of the Chief Officer in charge of a ship carrying a large number of passengers must be viewed as a very serious default. They therefore directed that his certificate of competency as ordinary Master be suspended for a period of three months.

100. **Maharaja.**—A British three-masted screw steamer, of Liverpool, 1,046 tons register, official No. 81268, age 20 years, classed at Lloyd's 100 A. I., bound from Calcutta to Rangoon *viâ* Chittagong, with a general cargo, value not reported, and a crew of 55 men.

As this vessel was proceeding down the mooring chain of the Lower College Sand buoy fouled her propeller, under pilotage charge at 8-45 A.M. of the 28th April. She then dragged the buoy out of position while endeavouring to get clear and sank it. The buoy was afterwards recovered and relaid in position. No damage to vessel or cargo. No life lost.

101. **Malda.**—A British screw steamer, of Glasgow, 1,250 tons register, official No. 68092, age 24 years, classed at Lloyd's +, bound from Calcutta to Rangoon, with a general cargo, value not stated, and a crew of 83 men.

Collided with the Spark Street pontoon, Rangoon river, whilst being brought alongside in charge of an Assistant Harbour Master at 10-6 A.M. of the 30th April, the end of the pontoon going through a plate in the ship's side. The accident was rendered the more effective by the cork fender not being placed between the ship's side and the point of contact in the usual way.

A Court of Inquiry held under Section 7 of the Indian Merchant Shipping Act, V of 1883, were of opinion, that the accident happened because when the Assistant Harbour Master gave the second order to slack away, too much chain was allowed to run out instead of being slacked out; for which the Chief Officer was to blame.

102. **Labuan.**—A British screw steamer, of Liverpool, 2,294 tons register, official No. 106887, age 2 years, classed at Lloyd's 100 A. 1.

This vessel reported at Perim, Red sea, at 9·55 A.M. of the 30th April, that all the tips of her propeller blades had been broken; but the cause of the accident is not reported. No life lost.

MAY.

103. **Dhanprasad.**—A British Indian vessel, of Surat, 60 tons register, official No. 3197, age 52 years, bound from Tellicherry to Bhavnagar, with a cargo of cocoanuts, valued at Rs. 1,890 and a crew of 12 men.

Encountered heavy winds at 10 P.M. of the 1st May when about 40 miles off the southern side of Bombay and had her sails torn, her anchor lost and rope broken off. The value of damage sustained is estimated at Rs. 150. A portion of the cargo of the value of Rs. 150 was jettisoned to lighten the vessel. No life lost.

104. **Walden Abbey.**—A British iron ship, of Liverpool, 1,754 tons register, official No. 84187, age 17 years, classed at Lloyd's 100 A. 1., bound from New York to Calcutta, with a cargo of kerosine oil, value not reported, and a crew of 28 men.

Grounded at Budge Budge Reach, river Hooghly, on the 3rd and again on the 4th May, as she was turning round to anchor when proceeding up under pilotage charge. The accident in the first instance was due to the anchor not bringing the vessel up owing to strong winds; the second is attributed to an error of the Pilot. She sustained no damage. No loss of cargo. No life lost.

105. **Heronspool.**—A British screw steamer, of Liverpool, 1,860 tons register, official No. 106842, age 2 years, classed at Lloyd's 100 A. 1., bound from Calcutta to Rangoon, with a cargo of coal, value not reported.

Grounded at Jarmaker's Reach, river Hooghly, at 7·45 A.M. of the 4th May, as she was proceeding down under pilotage charge. The vessel touched and came off. The accident is attributed to some fault of the steering which prevented the rudder acting. No loss of cargo. No life lost.

106. **Mohammadi.**—A British screw steamer, of Bombay, 1,252 tons register, official No. 89568, age 14 years, classed at Lloyd's 100 A. 1., bound from Bombay to Red sea ports, with a general cargo, and a crew of 69 men.

This vessel when in Lat. 13° 20′ N. Long. 47°42′ E, gulf of Aden, ran short of coal at 6 P. M. of the 7th April and had to burn ship's fittings and hatches of the estimated value of £ 30. No damage to cargo. No life lost.

107. **Fate Kher.**—A British Indian vessel, of Karachi, 192 tons register, official No. 10, age 20 years, bound from Bombay to Karachi, with a cargo

of cloth, kerosine oil, wheat, soapnuts, iron rails, etc., of the aggregate value of Rs. 2,300, and a crew of 15 men.

This vessel had proceeded on her voyage, and when between Porbander and Miani, she encountered a severe storm at 8 A. M. of the 9th May, and to save her and the lives of the crew, a portion of the cargo had to be jettisoned, value not stated. The vessel had her sail cloth torn, and other furniture broken, value estimated at Rs. 500. No life lost.

108. **Oolong.**—A British screw steamer, of London, 2,308 tons register, official No. 102794, age 5 years, classed at Lloyd's 100 A. I., was changing her berth in the port of Bassein; no cargo.

Collided with a cargo boat and a wharf in the port of Bassein, whilst being shifted from Messrs. Bullock Brothers and Co.'s lower mill to their upper mill whilst under pilotage charge at 4 P. M. of the 16th May. The vessel was caught by the eddy tide and collided with the Irawaddy Flotilla Company's coal wharf, seriously injuring a cargo boat that was lying alongside and doing considerable damage to the wharf; the two outer tiers of piles being knocked down. The *Oolong* sustained trifling damage, having one plate dented. The cost of putting the cargo boat and wharf in order is estimated at Rs. 1,500.

A Special Court of Inquiry held under Section 7 of the Indian Merchant Shipping Act, V of 1883, to investigate the cause of the collision, were of opinion that the casualty was due to the strong ebb-tide which acted suddenly upon the bow of the *Oolong* as she opened up the Reach which runs down southwards to the coal godown bight; that this current had more effect than it would otherwise have had owing to the fact that the *Oolong* was 2½ feet down by the head; that it was not proved that the *Oolong* was going 6 knots an hour over the ground at the time of the casualty; that the orders to go astern and to drop anchor were not unduly delayed; and that the Pilot in moving the *Oolong* upstream at full speed showed a want of discretion. He should have shown more care in entering the bight where the casualty occurred or should have refused to move the vessel while the tide was running so strongly. The Lieutenant Governor of Burma considered that the Pilot was to blame for the accident, and directed that he be reduced to the rank of 3rd grade Pilot for a period of two months.

109. **Hashami.**—A British Indian ganja, of Aden, tonnage and official number not given, age 5 years, bound from Lohiya to Aden, with a general cargo, value not stated, and a crew of 29 men.

This vessel when near Obstruction Point light, Perim harbour, gulf of Aden, was run into by a steamer (name not given) at 11 P.M. of the 18th May and was damaged to the extent of Rs. 1,000. The accident is attributed to the ganja not exhibiting any light. No loss of cargo. No life lost.

110. **Indra.**—A British screw steamer, of Liverpool, 3,623 tons register, official No. 106839, age two years, classed at Lloyds' 100 A. I., bound from Calcutta to Marseilles, with a general cargo, value not reported, and a crew of 86 men.

Grounded off Poonjallee, at the head of the Atchipur sand, Hooghly river, at 8·40 A. M. of the 22nd May, as she was in the act of turning whilst proceeding down under pilotage charge. She was aground for one hour and thirty minutes and floated off again with the flood. No loss of cargo. No life lost.

111. **Petamber Persad.**—A British Indian vessel, of Surat, 43 tons register, official No. 4050, age 38 years, bound from Bhavnagar to Bombay, with a cargo of wheat, brass-ware, nut-crackers, etc., valued at Rs. 2,908, and a crew of 11 men.

Stranded on a rock about 19 miles to the west of Surat, gulf of Cambay, and sprung a leak at 8 P.M. of the 22nd May. The damage sustained by the vessel is estimated at Rs. 300. Cargo lost is valued at Rs. 1,050, and the cargo damaged was worth Rs. 351. No life lost.

112. **Lindula.**—A British three-masted screw steamer, of Glasgow, 2,180 tons register, official No. 95083, age 10 years, classed at Lloyds +, bound from Calcutta to Singapur *viâ* Rangoon, with a general cargo, value not stated, 114 passengers and a crew of 90 men.

(*For an account of a collision between this vessel and the "Mecca" see Wreck Statement No. 27.*)

113. **Motmowli.**—A British Indian vessel, of Bassein, 3 tons register, official No. 3833, age 1 year, bound from Kalyan to Bassein, with a crew of 3 men. No cargo.

Encountered a sudden strong wind off Mumbra in the Thana creek, Bombay coast, which capsized her and broke her mast at 4 P. M. of the 31st May. The Tindal then cut away the mast from the vessel, and she was then righted by the crew. No damage to cargo. No life lost.

JUNE.

114. **Yeshwanti.**—A British Indian muchwa, of Ratnagiri, 5 tons register, official No. 5236, age 46 years, bound from Bombay to Ratnagiri, with a cargo of rice, valued at Rs. 70, and a crew of 9 men.

Capsized at the entrance of the Rajuda creek, Bombay coast, at 9 A. M. on the 4th June owing to a gale of wind. She was damaged to the extent of Rs. 200, and the whole of the cargo was lost.

115. **Commilla.**—A British screw steamer, of Glasgow, 550 tons register, official No. 73799, age 23 years, classed at Lloyd's +, bound from Rangoon to Akyab and Chittagong; description and value of cargo, and the number of crew, not stated.

Grounded on soft mud or sand bank on the Megna channel, bay of Bengal, at 3 A. M. of the 6th June. The vessel overran her distance and was swept up by strong flood tide at the entrance to the port. She came off at the next high water, under her own steam.

116. **Ruparel.**—A British Indian muchwa, of Gogo, 10 tons register, official No. 192, age not known, bound from Dehej to Gogo, with a general cargo, consisting of gum, wheat, gunny bags, mangoes, and a cow, aggregate value Rs. 389-8-0, eighteen passengers, and a crew of 5 men.

Stranded on a sand bank near Piram, gulf of Cambay, at 2 P.M., of the 8th June and sprang a leak. The crew baled the water out and brought her within the limits of Gogo. The vessel was damaged to the extent of Rs. 60. The whole of the cargo was lost. No life lost.

117. **Candia.**—A British twin screw steamer, of Greenock, 4,195 tons register, official No. 105574, age 18 months, classed at Lloyd's A. I., bound from Yokohama to Colombo and London, with a general cargo, and a crew of 110 men.

This vessel when in Lat. 9°16′ N, Long. 68°31′ E., Indian ocean, broke her port shaft and lost her port propeller at 9-45 P.M. of the 17th June. No loss of cargo. No life lost.

118. **Idar.**—A British screw steamer, of Liverpool, 2,595 tons register, official No. 93790, age 10 years, classed at Lloyd's 100 A. 1., bound from Marseilles to Bombay, in ballast, with a crew of 68 men.

This vessel when in Lat. 15°20′ N, Long. 56°20′ E., was discovered to be on fire at 10 P.M. of the 21st June. The starboard bunker, in which the coal was deposited, was on fire. All the coal that was possible to be removed was taken out, and the fire was kept under until arrival in Bombay at 8 A.M. of the 25th idem, when she anchored and requisitioned for assistance, and a water boat was supplied which succeeded in putting the fire out by 9 P.M. of the same date. On a survey being held by a Lloyd's surveyor, she was found to be safe, without having sustained any damage. The accident is attributed to the heating of the coal in the starboard bunker by spontaneous combustion. No life lost.

119. **Woodcock.**—A British screw steamer, of Glasgow, 59 tons register, official No. 93296, age 12 years, classed at Lloyd's 100 A. 1., bound from Aden to Bulhar and Berbera, with a general cargo, and a crew of 33 men.

Stranded at 8-45 P.M. of the 24th June when in Lat. 10°24′ N. Long. 44°2′ E., gulf of Aden. She was aground for about fifteen minutes, and got off without sustaining any damage. No loss of cargo. No life lost. The accident is attributed to an error of the Master.

JULY.

120. **Ganges.**—A British three-masted screw steamer, of Barrow, 2,111 tons register, official No. 83978, age 17 years, classed at Lloyd's + bound from Aden to Bombay, with mails and passengers, and a crew of 170 men; no cargo.

About 2-30 A.M. of the 1st July whilst the vessel was lying in Bombay harbour the Quarter Master on watch reported to the Chief Officer (the Captain being away on shore) that flames were breaking out on the port spar-deck alley-way. On receiving this report the Chief Officer went on deck and ordered the fire bell to be rung. He found the main hatch open and flames issuing from the port after corner. On going to the main deck he saw a great deal of smoke and fire on the port side of the main deck, the smoke extending also to the starboard side. On going over to the port alley-way he found a mass of flames to within a short distance of the upper end. He then went on to the quarter deck and found that the flames had then extended right across the hurricane deck cutting off people forward from those aft. He then ordered the people aft to go on board the steam tender *Bandora* which was then lying on the starboard quarter. The wind was then on the starboard bow. He ordered the Stewardesses to get into the tender first. He missed the 2nd class Stewardess. He knew she had a cabin on the port side of the main deck where the fire was raging. Efforts were made to get near her cabin, but were unsuccessful. He then ordered all on the after end of the ship to go on board the tender, and they did so. He went into the tender himself and got all the people off from the forward end. He then went back to the after end of the ship and went on board again with 70 or 80 men bringing the *Bandora's* hose on deck. About the same time the *Sewree* came alongside and her hose was also got up. In spite of all efforts the fire gained on, and whilst still fighting against it, the Captain came on board and gave order that the ship should be unshack-

led and towed up the harbour and placed on the beach. About the same time the steam tender *Gaicowar* came alongside and her hose was got on to play on the fire forward from outside. With the help of the four or six hands that were still on board, the *Ganges* was run on the beach near Green island. The Captain remained by the ship until relieved by the 2nd Officer at 10-30 A.M. The fire was not completely extinguished till the morning of the 2nd July. The tide was about three-quarter flood when the ship was beached. On mustering the crew after the fire, all hands, except the 2nd Stewardess, were present or satisfactorily accounted for.

A Court of Inquiry was held at Bombay to inquire into the circumstances attending the destruction by fire, of the S. S. *Ganges*. The Court declared that none of the witnesses except the Chief Engineer had offered any suggestion as to the origin of the fire. The Chief Engineer thought it must have been caused by natives smoking on these cabins. There was absolutely no evidence of any kind to support such an idea, and the Court could not accept it as having any probable foundation. There was no evidence of any sort that would have enabled the Court to say with any certainty what actually did cause the fire, but from the evidence before them, they were enabled to come to the following conclusions, *viz.*, (1st) That the fire was not the result of carelessness on the part of the dockyard workmen. The only lamps which they had used had been carefully extinguished at 5 P.M., and put away in a box in the spar-deck; that no fire or heated substance had been employed in the work they were engaged upon; and that there was no smoking amongst the workpeople. It was impossible also that if anything had been left smouldering at 5 P.M., it would not have been discovered until a great fire was raging 9½ hours later. (2nd) That there were no coals which could have become ignited, either spontaneously or otherwise, so as to cause a fire in the particular place where this fire undoubtedly broke out. (3rd) That the installation for electric lighting of the ship was not to blame in any way—the dynamo was stopped at 10 P.M., and up to that time there was nothing to show that any fusion of the wires had taken place; that the only fire on board the ship at the time was that of the auxiliary boiler which was and had been banked since about 10 P.M., and (5) that the conflagration commenced in a cabin on the main deck not further off than that occupied by the Stewardess. Under these circumstances the Court had to consider in which of these cabins the fire could have broken out. The Doctor's cabin and the surgery were both practically stripped of their contents, and the cabin intervening between these and the Stewardesses' was also dismantled. The Stewardesses' cabin alone was fully furnished. It appeared to the Court that the fire did originate in her cabin; though what was the actual cause of the fire, there was no evidence whatever to show. Under these circumstances, the Court was of opinion that no blame for the occurrence of this casualty attaches to any of the officers or crew of the S. S. *Ganges;* that the officers and crew did everything that could be done to save the ship and the lives of all on board of her and in salving property, and that in slipping her moorings and beaching her after he had withdrawn his crew the Captain adopted the most prudent and safe course as regarded the lives of his men and other ships in the harbour at a time when there was no hope of saving his own ship.

121. Cashmere (*ex* **Thibet**).—A British fore and aft screw steamer, of Dundee, 1876, and Bombay, 1895, net tonnage 1,695 tons register, official No. 70628, age 24 years, not classed, bound from Bombay to Makalleh, Aden, and Massowah, with a general cargo, value not stated, and a crew of 76 men.

This vessel left Bombay for Makalleh, Aden, and Massowah, with a general cargo. She reached Makalleh in the gulf of Aden at 8-30 A.M. on the 3rd July. She was brought up to a single anchor in 12 fathoms of water and the Captain ordered 45 fathoms of chain to be paid out. When she brought up, the flagstaffs on the point and on the palace appeared in one bearing N.-N.-E. She was then drawing about 21 feet 4 inches forward, and 21 feet 9 inches aft. She at once began to discharge cargo into lighters and continued to do so until about noon when a westerly wind set in and the sea rose, and the lighterman ceased discharging cargo. About 6-45 P.M., the Captain went ashore in his gig to see his Agent at Makalleh, leaving the ship in charge of the Chief Officer, with instructions to have steam ready in half an hour as he would discharge the remainder of his cargo for Makalleh at Burun, about 20 miles to the westward. The Captain put off again from the shore at about 1-45 P.M., and was proceeding to his ship when he saw that she was under way and proceeding to sea. He was unable to overtake her and therefore returned to the shore where he awaited the return of his ship. Meanwhile on board the ship at about 1-30 P.M., the Chief Officer called the 2nd officer aft and pointed out to him that the ship was close to the rocks. The 2nd Officer saw the rocks less than the ship's length astern about one-third of a cable's length off. The Chief Officer sent him forward to weigh anchor as the ship appeared to be dragging her anchor and when he went on to the forecastle head to obey the order he found the 30 fathom shackle just at the surface of the water. The anchor was got in and the ship was put out to sea and stood off and on till about 6 P.M., when she returned to the roadstead and made ready to let the anchor go. When she got to about the spot where she had anchored in the morning the Chief Officer stopped the engines, but did not take the way off the ship and let go her anchor, and she proceeded some way further to the westward and struck violently on the rocks. Her engines were then stopped and put full speed astern. She continued to bump for some 20 minutes when the Captain who had seen her coming in and getting into danger boarded her. He immediately took over the command from the Chief Officer, put the engines full speed ahead, and the helm hard a-starboard and took the ship out to sea standing off and on all night as he could not pick up the anchorage in the dark. At 9-30 P.M., the Chief Engineer reported to the Captain that the ship had struck and that the engines were not working satisfactorily. The wells were sounded and the ship was found to be making no water. On the following morning, the 4th July, the ship was taken in to her anchorage again when it was ascertained that one of the blades of her propeller was gone and that the rudder and rudder post were broken.

After discharging more cargo the ship left the same day for Aden which was reached at noon on the 6th July. On arrival at Aden the ship was surveyed by Lloyd's Surveyor and by the Port Surveyor. They found that two blades of the propeller, all that part of the rudder from the second brace to the ship 13 feet in length, the keel extension from the propeller post to the rudder step and the rudder post from the step had been carried away, but the vessel was otherwise uninjured. With the rudder then temporarily repaired and new blades fitted to the propeller in place of those lost, the *Cashmere* left Aden at 3-30 P. M. on the 19th July for Massowah which place was reached at 10-30 P. M. on the 21st July. After discharging all the cargo at Massowah the *Cashmere* left that place at 5-30 A. M. on the 26th July for Bombay direct. For the first 24 hours the ship had calm weather; after passing Perim there was a heavy swell; and

on the third day out she encountered the south-west monsoon with a strong breeze and heavy confused sea. Before leaving Aden and constantly in the progress of the voyage to Massowah and to Bombay the Captain had impressed upon the officers and the crew the necessity of extreme care in the handling of the helm, and had given orders that it should not be put over too far or too fast so as to bring a heavy or sudden strain upon the rudder. These orders seem to have been carefully carried out and the ship to have proceeded without mishap until the morning of the 1st August when at 4-45 A. M. the Chief Officer reported to the Captain that something was wrong with the steering gear. On looking over the stem the Captain saw that the rudder had buckled up so that the keel was close to the surface of the water. He went on to the bridge and found the tell-tale attached to the steering gear pointing to hard-a-starboard. In answer to his enquiry, why the helm had been put so far over, the man at the wheel stated that the Chief Officer had ordered him to put it hard over and that he had consequently done so. The Captain ordered the man to steady the helm and he did so, and immediately after the rudder broke right off just above the second pintle from the top, that is, just above its lowest point of support. The second pintle itself did not break, but the rudder plates tore away above that point. After this the speed of the vessel was reduced and the engines subsequently stopped and head sails were hoisted. Eventually about 2 A. M. of the 13th August the S. S. *Naseri* came up with the *Cashmere*, and at daylight a hawser was passed by her to the *Cashmere*, and the *Cashmere* towed her into Bombay, the *Naseri* steering the *Cashmere* as they went. At the time the *Naseri* picked the *Cashmere* the vessels were about 47 miles W. by N. from Bombay. On arrival at Bombay the *Cashmere* was docked and surveyed, and from the report of the Engineer and Shipwright Surveyor to the port it appeared that the ship had sustained material damage caused mainly by the ship striking the rocks at Makalleh on the 3rd July. The damage to the vessel is estimated at £ 7,000. No loss of cargo. No life lost.

A Court of Inquiry was appointed to conduct an investigation into the circumstances attending the grounding of the S. S. *Cashmere*. The Court considered that after the rudder broke on the 1st August, the Captain and Chief Engineer adopted all measures open to them for the safety of the ship and her crew; and while the Court absolved the Captain from all blame in respect of the casualties which occurred to the *Cashmere*, it feels bound to state, that, in signing the Chief Officer's log without remarking upon the misstatements therein, and the lax manner in which it was kept, and also for not officially logging the Chief Officer for his alleged acts of misconduct, he did not display the necessary strictness and decision which such circumstances call for in the Master of a steamship.

122. **Liverpool.**—A British four-masted ship, of Liverpool, 3,134 tons register, official No. 93835, age 9 years, classed at Lloyd's 100 A. I., bound from Middlesborough to Calcutta, with a cargo of salt, value unknown, and a crew of 34 men.

Encountered a severe gale at 3-30 A. M. of the 4th July when in Lat. 42° 10' S. Long. 23° 0' E., Indian ocean, and had her cabin forecastle gutted decks fore and aft swept, hatches stove in, bulwarks, main rail, boats, and skids broken, sails and stores lost and destroyed, decks badly strained, also masts and rigging and large quantities of water got down into the hold. The cargo was partly washed out and partly damaged, value not stated. No life lost.

123. **Ataka.**—A British screw steamer, of Liverpool, 2,391 tons register, official No. 93848, age 9 years, classed at Lloyd's 100 A. I., was at Perim. Description of cargo and number of crew not reported.

This vessel arrived at Perim with a slight leak in forepeak at 8 A. M. of the 4th July. She repaired and proceeded after having been surveyed. No loss of cargo. No life lost.

124. **Lightning.**—A British screw steamer, of Calcutta, 2,122 tons register, official No. 98336, age 7 years, classed at Lloyd's 100, A. I., bound from Hongkong, Penang and Calcutta, with a general cargo, value not stated, five passengers, and a crew of 76 men.

Grounded at Polchuria point, river Hooghly, at 7-15 A. M. of the 8th July, as she was proceeding up under pilotage charge, owing to strong freshets which rendered the ship unmanageable. No damage to cargo. No life lost.

125. **Endeavor.**—A British screw steamer, of Whitby, 1,762 tons register, official No. 96552, age 8 years, classed at Lloyd's 100 A. I., bound from Karachi to Antwerp, with a cargo of wheat and rape seed, value not stated, and a crew of 27 men.

Stranded on Ras Eijara reef, Perim island, gulf of Aden, at 2 A.M. of the 11th July, but got off without assistance. She was surveyed and found to have sustained no damage. No loss of cargo. No life lost.

126. **Merapi.**—A Dutch screw steamer, of Rotterdam, 1,903 tons register, official number not given, age 9 years, was at Perim. Description of cargo and number of crew not stated.

This vessel arrived at Perim at 7-35 P. M. of the 11th July with bunker coal on fire. The fire was extinguished and the vessel sustained no damage.

127. **Parran.**—A Norwegian screw steamer of Bergen, 1,203 tons register, official number not given, age 9 years, classed at Lloyd's 100 A. I., was at Aden. Description of cargo and number of crew not reported.

This vessel put back at Aden at 5-15 P.M. of the 17th July with engines broken down. No further information regarding her has been received.

128. **Obra.**—A British screw steamer, of Glasgow, 3,496 tons register, official No. 104628, age 3 years, classed at Lloyd's 100 A. I., bound from Calcutta to the Mauritius with a general cargo, value not reported, and a crew of 97 men.

Grounded on the upper part of Jarmaker's Reach, river Hooghly, as she was proceeding down under pilotage charge on the 18th July. The accident occurred through her being caught in an eddy tide. She butted the bank and backed off again immediately. No damage to vessel or cargo. No life lost.

129. **Castleventry.**—A British screw steamer, of West Hartlepool, 1,915 tons register, official No. 98509, age 7 years, classed at Lloyd's 100 A. I., at Colombo; description of cargo and number of crew not reported.

This vessel put in at Colombo with boilers seriously leaking, at 10-55 A.M. of the 18th July. She repaired in the harbour and sailed the following day.

130. **Marie Othasi Sinnammal.**—A British Indian vessel, of Tuticorin, 24 tons register, official number not given, age 12 years, bound from Koyalpatam

to Tuticorin, with a cargo of jaggery, olai mats, baskets for onions, and wooden shoes, valued at Rs. 1,303, three passengers, and a crew of 7 men.

Encountered a strong westerly gale and heavy gusty squalls at noon of the 20th July when 1½ miles off the southern boundary pillar of the port of Tuticorin. As the vessel was rolling very much, the cargo had to be jettisoned to save it from sinking. The vessel was damaged to the extent of Rs. 500. Five lives lost.

131. **Anapa.**—A British screw steamer, of Liverpool, 2,251 tons register, official No. 105566, age 2 years, classed at Lloyd's 100 A. I., bound for Karachi. Number of crew not reported.

Grounded at Suez on the 24th July, but was got off after discharging part of her cargo. She was surveyed and found seaworthy and proceeded on her voyage in ballast.

132. **Craigwhinnie.**—A British iron barque, of Liverpool, 834 tons register, official No. 78812, age 20 years, classed at Lloyd's 100 A. I., bound from Liverpool to Calcutta and Talcahuano, with a cargo of gunnies valued about Rs. 2,00,000 and a crew of 19 men.

Collided with the *Otterburn* and *Dalhousie* at Garden Reach, river Hooghly, as she was proceeding down under pilotage charge at 11-30 A.M. of the 26th July. The Tug Master of the *Hooghli* under the direction of the Pilot took the *Craigwhinnie* up the river with the object of turning and when the barque reached No. 5 Mattiaburj mooring buoy, the Pilot gave the Tug Master the order to " go round " at the same time waiving his hand to port, as an indication of the direction in which he desired the vessel to be turned. The tide was then ebb, and was running about four knots. The vessels then turned to port towards the northern bank of the river, the helm of the *Craigwhinnie* being held hard-a-starboard from No. 5 Mattiaburj buoy until she reached point No. 3 on the northern side of the river. Whilst the *Craigwhinnie* was at point No. 3 with her helm a-starboard the tug being on her port bow heading down the river, the Pilot sang out to the Tug Master to put his helm to port and come ahead; and, as there was no indication from the tug of this order having been obeyed, the Pilot again shouted out to the Tug Master to port his helm. This order, however, was not carried out. But shortly afterwards the Tug Master suddenly and without orders put his helm hard-a-starboard and hailed to the Pilot to do the same. The Pilot, however, in reply again gave the order to the Tug Master to put his helm hard-a-port. But seeing that the tug continued with his helm a-starboard, the Pilot then put his helm hard-a-port, and gave an order to let go the hawsers, as by this time he had drifted down to within about 400 feet of the *Otterburn*. The starboard hawser was successfully let go by the crew of the *Craigwhinnie* and the *Hooghli* safely got across the bows of the *Otterburn*. The *Craigwhinnie* being, however, still held by the port hawser, which the crew left, being unable to let it go in time before the collision, collided with the *Otterburn* port bow to port bow. The port hawser then parted and the *Craigwhinnie* scraped down the port side of the *Otterburn*, losing in the collision, her bowsprit, her topmast, her yards and some sails. The effect of this collision was to turn the *Craigwhinnie* round, and after getting clear, she ran into the steam tug *Dalhousie*, which was lying at anchor astern of the *Otterburn* striking the tug on the stern with her starboard bow. The stern of the *Dalhousie* tore a hole in the barque's starboard bow just above the water-line and three or four plates of the barque were damaged. The frame and five

plates of the *Otterburn* were also damaged in this collision. The *Dalhousie* paid out her chain and disengaged herself, and the *Craigwhinnie* going clear, let down her anchors and swung to the tide; her starboard anchor then parted, but she was brought up by her port anchor a long way astern of the *Dalhousie* which had both bulwark plates swept, stem rails both sides about 30 feet, moving pipes both sides, windlass shaft broken, both rubber pieces started. The *Hooghli* in the meantime had already anchored, and was taking in her hawsers.

A Court of Inquiry was held under Section 7, Act V of 1883 (The Indian Merchant Shipping Act) as amended by Act VI of 1891, at the instance of the Government of Bengal, for the purpose of making an investigation into the circumstances attending the collision. The Tug Master was charged, 1st, with neglecting to take, in turning, proper steps to keep his tug under control; and, secondly, in rashly attempting on his own responsibility to tow the said barque across the bow of the British ship *Otterburn* then lying at anchor in the said Reach, thereby causing a collision between the said barque and the said ship *Otterburn* and afterwards with the steam tug *Dalhousie*. The Court came to the conclusion that the Tug Master was guilty of the offences charged against him; but they considered that the time in which he had come to a decision as to what course he should adopt was very short, and taking that fact into consideration, they thought that a sentence cancelling his Master's certificate under Act I of 1859, for a period of three months running from his suspension will meet the requirements of the case. That sentence they passed upon him recommending that a certificate of a lower grade be granted to him for that period. An allegation of drunkenness had been made against the Tug Master. The Court carefully considered the evidence bearing on this point. It was apparent that a good deal of eagerness on the part of the witnesses from the *Craigwhinnie* had been displayed in attempting directly after the collision to put forward the alleged condition of the Tug Master as being the cause of the collision. They considered it was possible to account for the collision even without that being a cause. Under the circumstances they considered it was not advisable to frame a charge with reference to the matter. The Court added that the Harbour Master in charge of the *Otterburn* should have kept better watch himself than he did, or have ascertained that some one else was appointed to keep watch, and considered that he should be directed to be more careful on this point in the future.

133. **Otterburn.**—A British four-masted barque, of Greenock, 2,499 tons register, official No. 102375, age 5 years, classed at Lloyd's 100 A. I., bound from Barry to Calcutta and New York, with a cargo of gunnies, shellac, linseed, nux vomica, jute and jute cuttings, valued at Rs. 2,00,000 and a crew of 31 men

(*For an account of a collision between this vessel and the "Craigwhinnie" see Casualty Statement No. 132.*)

134. **Dalhousie.**—A British twin screw steamer, of Calcutta, 741 gross tonnage register, official No. 97582, age 9 years, classed at Lloyd's 100 A. I., employed in the Hooghly river as a steam tug with a crew of 52 men.

(*For an account of a collision between this vessel and the "Craigwhinnie" see Casualty Statement No. 132.*)

135. **Madura.**—A British three-masted screw steamer, of Glasgow, 1,273 tons register, official No. 60880, age 25 years, classed at Lloyd's +, bound from Calcutta to Rangoon, with a general cargo, and a crew of 93 men.

Grounded on the Moyapore bar, river Hooghly, as she was proceeding down under pilotage charge on the 26th July. No damage to vessel or cargo. No life lost.

136. **Vadala.**—A British screw steamer, of Glasgow, 2,164 tons register, official No. 98575, age 8 years, was at Colombo. Description of cargo and number of crew not reported.

This vessel was towed into Colombo with her shaft broken at 10·46 A. M. of the 26th July. She repaired in the harbour and proceeded on the 12th August. No loss of cargo. No life lost.

137. **Courland.**—A British screw steamer, of Port Natal, 760 tons register, official No. 65777, age 26 years, classed at Lloyd's 100 A. I., was at Bombay. Description of cargo and number of crew, not reported.

This vessel put back at Bombay from sea, with machinery slightly broken down, on the 30th July, and after repairs she proceeded on her voyage. No loss of cargo. No life lost.

138. **Umzinto.**—A British screw steamer, of London, 1,160 tons register, official No. 91980, age 12 years, classed at Lloyd's 100 A. I., bound from Natal to Colombo and Calcutta, with a general cargo, value not stated, 52 passengers, and a crew of 62 men.

Stranded at Beira on a newly formed bank between Nos. 3 and 4 buoys, Pengue river, south-east coast of Africa. She remained aground from 7·55 A. M. to 8-30 A. M. of the 31st July when she came off without apparently sustaining any damage. No damage to cargo. No life lost.

AUGUST.

139. **Bavaria.**—A British screw steamer, of Glasgow, 3,005 tons register, official No. 108698, age 1 year, was at Perim, with a cargo of jute, hides, skins, etc., value not reported. Number of crew unknown.

This vessel put in at Perim, at 11-50 A. M. of the 5th August, with part of her cargo in the forehold damaged by sea water. A survey was held and discharge of part of her cargo recommended, after which she proceeded. No life lost.

140. **Lancashire.**—A British screw steamer, of Liverpool, 2,744 tons register, official No. 96344, age 9 years, classed at Lloyd's 100 A. I., bound from Liverpool to Colombo and Rangoon, with a general cargo and salt, value not stated, and a crew of 127 men.

This vessel when 180 miles east of Aden took fire at 11-30 P. M. of the 7th August and was damaged to the extent of £10. Cargo also to the extent of £100 was lost or damaged. No life lost. The casualty is attributed to spontaneous combustion.

141. **Dido.**—A British screw steamer, of Hull, 3,127 tons register, official No. 105997, age two years, bound from Suez to Bombay.

The *Dido* left Suez at 11-10 A. M. of the 8th August and passed Newport light-house at 11-45 A. M. The course was then set by the Captain at S.-E. There was a slight deviation of about 1 degree east in the ship's compass. The ship continued on that course until 2·45 P.M. when the 2nd Officer, who was from noon in charge of the watch, thought that they were drawing too close to the land. He accordingly awoke the Captain who, having been up for two consecutive nights, was sleeping on the lower bridge on a chair,

and the Captain then altered the course first to S. by E. ¼ E. and then almost immediately after to S. by E. The ship proceeded on this course until 4 P.M. when the watch was changed, the 2nd Officer being relieved by the Chief Officer. About 5 or 7 minutes before leaving the bridge, the 2nd Officer had sighted the Zaffarani light-house bearing S. or S. ¼ E., and this was also seen by the Chief Officer when taking over the watch. Neither of them then made any report to the Captain who had gone to sleep again after altering the course. The ship then continued on the same course until 4-35 P. M. when the Chief Officer went to the chart room to examine the chart, and as he returned to the bridge at about 4-45 the ship ran aground on a reef about 8 miles from the light-house. She remained aground until the morning of the 14th when she floated off, having discharged between 600 and 700 tons of bunker coal and having been assisted by H. M. *Scout* and the S. S. *Southend*. She then proceeded on her voyage to Bombay arriving there on the 29th August. On being put into dry dock and surveyed it was found that no damage had been done.

A Court of Inquiry appointed to investigate the matter were of opinion that the accident was due to an error of judgment on the part of the Chief Officer, and that no blame whatever attaches to the Captain; moreover, that no incompetency or misconduct on the part of any officer is proved, and no question of cancelling or suspending the certificate of the Chief Officer arises; but as the accident was due to an error of judgment and want of sufficient care on the part of the Chief Officer, they considered that it will be sufficient to reprimand him.

142. **Samoa.**—A British screw steamer, of Liverpool, 4,507 tons register, official No. 102063, age 6 years, classed at Lloyd's 100 A. I., bound from Calcutta to Bombay with a cargo of coal, value not stated and a crew of 76 men.

Grounded at Pir Serang, river Hooghly, on the 8th August, as she was proceeding down under pilotage charge. She was aground for a quarter of an hour. No damage to vessel. No loss of cargo. No life lost.

143. **Bullionist.**—A British screw steamer, of Glasgow, 2,196 tons register, official No. 106021, age 2 years, classed at the Bureau Veritas, British Corporation, bound from Bombay to Hamburg with a general cargo, principally Indian produce, value not stated, and a crew of 53 men.

Stranded in Lat. 12° 54′ N. Long. 45° 6′ E., Ras Marshag light, bearing S. 200 W. (true), gulf of Aden; the vessel having gone out of her course at midnight of the 8th August. She sustained trifling damage, value not stated. No loss of cargo. No life lost.

144. **Premier.**—A British screw steamer, of Bombay, 51 tons register, official No. 98190, age 8 years, classed at Lloyd's 100 A. I., bound from Bombay in search of disabled steamer *Cashmere*, with a cargo of bunker coal, and a crew of 14 men.

Grounded in Bombay harbour, south end of Malet shelf, after leaving the Princess' dock, at 6-30 P.M. of the 8th August. She got off with the assistance of a Port Pilot at 2 A.M. without any apparent damage. No loss of cargo. No life lost.

145. **Palamcotta.**—A British screw steamer, of Glasgow, 2,208 tons register, official No. 97617, age 8 years, classed at Lloyd's 100 A. I., bound from Calcutta to Rangoon, with a general cargo, 157 passengers, and a crew of 102 men.

Grounded on D'Silva shoal, Rangoon river, at 8-6 P. M. of the 10th August while proceeding up under pilotage charge. The vessel was at the time

drawing 16 feet 10 inches water. Soundings were taken when she grounded and found 16 feet forward and 16 feet at the starboard gangway ladder. She came off at 10-45 P. M. just after high water without sustaining any damage. No loss of cargo. No life lost.

A Court of Inquiry was held under Section 7 of the Indian Merchant Shipping Act, V of 1883, to investigate the cause of the grounding. The Court considered that the Pilot was at fault in his bearings probably because there are no lights between Elephant Point and Monkey Point by which he could be guided and that it was not necessary to take any further action. They, however, thought that he was deserving of slight censure.

146. City of London.—A British screw steamer, of Glasgow, 2,056 tons register, official No. 73818, age 22 years, classed at the British Corporation, Glasgow, bound from Glasgow to Rangoon and Port Said for orders.

Collided with the *Palamcotta* at 10 A. M. of the 11th August, off Lewis Street pontoon, Rangoon river. The *Palamcotta* left Lewis Street pontoon under charge of an Assistant Harbour Master, for China Street buoy and was lying flood. Her anchor was out in the stream. The *City of London* was lying just off Lewis Street pontoon at an angle of 45 degrees with the flood with her stern towards the pontoon. She was about half loaded and there was a strong wind on coming from the south, enough to cause her to swing against the tide. The *Palamcotta* struck the *City of London* on the port quarter with her starboard bow and smashed her gangway ladder, the damage sustained by her is estimated at £20. No loss of cargo. No life lost.

A Special Court of Inquiry was held under Section I of the Indian Merchant Shipping Act, V of 1883, to investigate the cause of the collision. It appeared to the Court that the accident could not possibly have been foreseen and they recommended that no further action be taken.

147. Naseri.—A British screw steamer, of Bombay, 912 tons register, official No. 86262, age 16 years, bound from Bombay to Bander Abbass with a general cargo, 27 passengers, and a crew of 68 men.

This vessel was assisting the disabled steamer "*Cashmere*" 20 miles W.-S.-W. of Bombay and while under way she encountered heavy squalls and high seas at 3-45 P. M. of the 13th August and as she sheered about, her starboard bow plates on forecastle got bent and smashed by the towing cable. The damage is estimated at Rs. 500. No loss of cargo. No life lost.

148. Chatham.—A British screw steamer, of London, 1,352 tons register, official No. 108313, age 1 year, classed at Lloyd's 1000 A. I., bound from Busrah to Muscat and Jeddah with a general cargo, three passengers, and a crew of 25 men.

Stranded on a shoal at Sakra buoy Lat. 18° 12′ N. Long. 56° 45′ E., Arabian sea, at 5-50 P. M. of the 15th August. She was surveyed by divers who found only a slight dent in one of the plates. As she was making very little water the Surveyors allowed her to proceed. No loss of cargo. No life lost.

149. Salamathi.—A British Indian padow, of Anjanvel, 15 tons register, official No. 6399, age 39 years, bound from Dabhol to Bombay, with a crew of 9 men. No cargo.

This vessel was on her way to Bombay, and having encountered strong weather, she put into Harnai, and after anchoring, the crew went to their meals when the anchor rope broke and the ship drifted towards the shore unobserved

by the crew, at 5 P. M. of the 23rd August, struck against a rock, and was damaged to the extent of Rs. 300. No life lost. The accident is attributed to negligence on the part of the crew.

150. **Chyebassa.**—A British three-masted screw steamer, of Glasgow, 1,688 tons register, official No. 71666, age 24 years, bound from Calcutta to Bombay, with a general cargo, value not stated.

Lost an anchor and 150 fathoms of chain in the Jellingham channel, river Hooghly, as she was proceeding down under pilotage charge at 4 A. M. of the 23rd August. She put back to Diamond Harbour for a new cable. No damage to vessel or cargo. No life lost.

SEPTEMBER.

151. **Vibhuprasad.**—A British Indian padow, of Tarapur, 11 tons register, official No. 1039, age 37 years, bound from Dahanu to Dandi and Tarapu, with a crew of 7 men; no cargo.

The muchwa sailed from Dahanu at daybreak of the 3rd September for Tarapur, but meeting with strong winds at noon of that day, the Tindal put her in the Dandi creek. He made an attempt next day at noon to put to sea again, but while crossing the bar she was damaged by the waves and sunken rocks and had to be beached. Her keel was damaged to the extent of Rs. 2. No life lost.

152. **Lakhamipassa.**—A British Indian batel, of Cutch Mandvi, 45 tons register, official No. 2315, age 5½ years, bound from Bombay to Mangalore, with a cargo of coal, 2 passengers, and a crew of 6 men.

Stranded on the Mangalore bar, Bombay coast, at 6 P. M. of the 6th September. The accident is attributed to the Tindal approaching the river entrance and bar during the freshets and bad weather without a Pilot. The damage sustained by the vessel is not known. A portion of the cargo was lost. No life lost.

153. **Persia.**—A British screw steamer, of Glasgow, 2,331 tons register, official No. 87701, age 15 years, bound from Liverpool to Calcutta, with a general cargo, and a crew of 69 men.

Grounded in No. 2 Track, Roypore crossing, Hooghly river, at 1-5 P. M. of the 9th September, as she was proceeding down under pilotage charge. She remained aground for an hour and 10 minutes, but sustained no damage; she, however, lost an anchor and 70 fathoms of chain. No loss of cargo. No life lost. The accident is attributed to a sudden deterioration of the track.

154. **Drachenfels.**—A German screw steamer, of Bremen, 1,573 tons register, no official number, age 16 years, classed at Lloyd's 100 A. I., bound from Calcutta to Hamburg and Bremen, with a general cargo, and a crew of 56 men.

This vessel left the Sandheads on the 11th September, outward bound, but having lost her rudder on the 13th idem in a cyclone when about 210 miles S.-S.-W. of the Eastern Channel light vessel, the Master put back, and was supplied with a Pilot at about 2 P.M. of the 18th idem at the Sandheads; a jury rudder having been shipped the vessel reached the vicinity of the Eastern Channel light vessel the same day where she anchored. As the jury rudder would not admit of the vessel going astern it was unshipped again before starting for Saugor which anchorage was reached with the assistance of the tug *Hooghly*. They remained at anchor near the C. S. Flat buoy until the morning of the 20th

September when the vessel was taken in tow by the tugs *Retriever* and *Hooghly*, the former being lashed on the starboard side and the latter on the port side. They started up channel at 7-30 A. M. of the 20th September and the tide wasri sing when Gabtola Semaphore was sighted, and going at about half speed she touched the ground at 9-10 A. M. at the entrance of the channel. She floated off again at 1-10 P. M. of the 21st idem without apparently sustaining any damage. The cargo was slightly damaged. No life lost.

155. Ruparel.—A native craft, of Bhavnagar, 13 tons register, official No. 518, age 33 years, bound from Bavliari Bațha to Bhavnagar, with a cargo of firewood, valued at Rs. 32.

Encountered heavy rains on arrival at Bhavnagar, at midnight of the 14th September. The crew having left her for their homes, and there being no one in charge she was dragged off by the force of the tide, capsized and damaged to the extent of Rs. 100. The whole of the cargo was lost. No life lost.

156. Daria Dowlat.—A British Indian padow, of Bhavnagar, 51 tons register, official No. 512, age 38 years, bound from Onijal creek near Matvad bander to Bhavnagar with a cargo of teak timber, valued at Rs. 385, and two earthen pots valued at Re. 1, and a crew of 11 men.

This vessel was beached on a mud bank, in the Onijal creek, gulf of Cambay, at 3 A. M. of the 22nd September, where she took a list and in the incoming tide she was swamped and damaged to the extent of Rs. 300. No loss of cargo. No life lost.

157. Golden Cross.—A Britishscrew steamer, of Whitby, 1,944 tons register, official No. 99146, age 5 years, classed at Lloyd's 100 A.I., bound from Calcutta to Hamburg, with a general cargo, and a crew of 27 men.

Grounded on a mud bank at Moyapore, river Hooghly, at 3 P. M. of the 24th September, as she was proceeding down under pilotage charge. She remained aground for 2 ¾ hours, but sustained no damage. No loss of cargo. No life lost. The accident is attributed to an error of the Pilot.

158. Catherine Apcar.—A British screw steamer, of Calcutta, 1,730 tons register, official No. 98358, age 6 years, classed at Lloyd's 100 A.I., bound from Calcutta to the China ports, with a general cargo, and a crew of 76 men.

Collided with the two outer buoys of the lower moorings at Garden Reach and lost an anchor and 75 fathoms of chain as she was proceeding down under pilotage charge at 1 P. M. of the 24th September. The anchor had to be slipped. No loss of cargo. No life lost.

159. Wardha.—A British screw steamer, of Glasgow, 2,563 tons register, official No. 93394, age 11 years, bound from Karachi to East Africa.

This vessel whilst being swung in the Wharf channel, Karachi harbour, on the 29th September, took the ground aft and swung against the western bank, on soft mud and sand. She was afterwards warped off and upon examination by a diver was found to be uninjured. She proceeded for East Africa on the 11th October.

160. Toxteth.—A British iron ship, of Liverpool, 2,587 tons register, official No. 93721, age 11 years, classed at Lloyd's 100 A. I., bound from Middlesborough to Calcutta, with a cargo of salt, value not stated, one passenger (Captain's wife) and a crew of 27 men.

Grounded on the Budge Budge sands, Hooghly river, at 6 P. M. of the 30th September; owing to strong eddy tides she was towed off by the steam tug *Dalhousie*. She incurred slight damage on deck, value not reported, and was

docked for examination of bottom. Some damage was also caused to the tug's towing equipments. No loss of cargo. No life lost.

OCTOBER.

161. **Bombay.**—A British screw steamer, of London, 2,049 tons register, official No. 86976, age 16 years, classed at Lloyd's 100 A. I., bound from Bombay to Karachi and Makallah with a general cargo, value not stated, 2 passengers, and a crew of 53 men.

This vessel stranded at Makallah, Lat. 14° 31½′ N., Long. 49° 6′ 50″ E., Arabian coast; Sultan's Palace in line with tower N.-E. by E.—N. 54° E. Ras Marbat S.-E. by E.—N. 61° E. Var. 2, W. no deviation:—The hull was damaged below the water-line and leaked badly. She was surveyed and recommended to be repaired. On repairs being completed she was allowed to proceed. No damage to cargo. No life lost.

162. **Valli Pankalan.**—A British Indian wooden brig, of Jaffna, 81 tons register, official No. 101590, age 6 years, bound from Jaffna to Coconada, in ballast, and a crew of 13 men.

Encountered cyclonic weather in the bay of Bengal at 5 A. M. of the 9th October, Narsapore bearing N.-E. in 8 fathoms of water. Through the heavy rolling of the vessel in a very heavy sea the main mast went by the board together with the yards and sails attached. The value of the damage is estimated at Rs. 600. After the storm had subsided, a jury mast was rigged and the vessel brought safely to port. No life lost.

163. **Sri Mahalakshmi.**—A British Indian vessel, of Masulipatam, 24 tons register, official No. 8 of 1894, age 20 years, bound from Masulipatam to Negapatam, with a cargo of gram, chillies, gingelly seed, valued at Rs. 2,500, and a crew of 7 men.

Encountered cyclonic weather at 10 A. M. of the 11th October, at False Point, Devi, Coromandel coast. The vessel had taken shelter under Havelock Point and when the wind veered round to the eastward she dragged her anchor was driven ashore, and damaged to the extent of Rs. 600. The whole of the cargo was lost. No life lost.

164. **Malda.**—A British screw steamer, of Glasgow, 1,250 tons register, official No. 68092, age 24 years, bound from Calcutta to Rangoon, with a general cargo, number of crew not stated.

Grounded on Saugor flat (Bedford sand), river Hooghly, as she was proceeding down under pilotage charge on the 11th October. No damage to vessel or cargo. No life lost.

165. **Kundaswamy Puravy.**—A British Indian wooden schooner, of Tuticorin, 112 tons register, official number not stated, age 11 years, bound from Tuticorin to Coconada, in ballast, and a crew of 14 men.

Encountered a cyclonic storm off False Point, Devi, Coromandel coast, at midnight of the 11th October. The vessel ran into a cyclone and lost her foremast by a sudden shift of the wind. The value of the damage is estimated at Rs. 2,500. No life lost.

166. **Jupiter.**—A British screw steamer, of Newcastle, 2,199 tons register, official No. 104292, age 3 years, classed at Lloyd's 100 A. I., bound from Calcutta to Bombay, description of cargo, and number of crew, not reported.

Encountered a cyclonic storm about the 12th October when 200 miles from Madras, and had her steering gear carried away, and everything moveable on deck, washed overboard.

167. **Foreland.**—A Baitish screw steamer, of Glasgow, 2,832 tons register, official No. 104566, age 4 years, bound from Colombo to Calcutta, with a cargo of salt.

This vessel is reported to have sustained some damage to her machinery on her way to Calcutta, but put back to Colombo for repairs.. She arrived in Calcutta where she loaded a cargo of coals for Bombay.

168. **Savitri.**—A British screw steamer, of Bombay, 72 tons register, official No. 84292, age 18 years, bound from Uran to Bombay, with 136 passengers, and a crew of 32 men; no cargo.

This vessel was on her way from Uran to Bombay and at 11-20 A. M. of the 13th October when about midway between Cross island and the Middle ground of Bombay harbour, the shaft suddenly broke. The value of the damage is not stated. No life lost.

169. **Dictator.**—A British screw steamer, of Liverpool, 2,659 tons register, official No. 97890, age 7 years, classed at Lloyd's 100 A. I., was at Perim. Description of cargo and number of crew not reported.

This vessel put in at Perim at 8-20 A. M. of the 15th October with crank shaft coupling bolts broken. She repaired and proceeded on her voyage on the 17th idem.

170. **Rangoon.**—A British paddle steamer, of Glasgow, 215 tons register, official No. 73802, age 23 years, bound from Rangoon to Calcutta with Government ammunition and ballast, and a crew of 56 men.

Grounded at Garden Reach, river Hooghly, on the 17th October as she was proceeding up under pilotage charge. No damage to vessel or cargo. No life lost.

171. **County of Dumfries.**—A British four-masted iron ship, of Glasgow, 1,615 tons register, official No. 78585, age 20 years, bound from Philadelphia to Calcutta, description of cargo, and number of crew not reported.

Encountered heavy gales in southern latitude, Indian ocean, causing loss of jibboom, head sails and gear, foresail and foretop sail, washing away three boats, companion on poop, wheel, hencoops, meat safe, pigstye, steering and standard compasses, etc., value not reported. Several of the officers and crew were more or less injured.

172. **Husenie.**—A native craft, of Cutch Bhuj, 94 tons register, no official number, age 2 years, not classed, bound from Cutch to Bombay and Cochin, with a general cargo, value unknown, and a crew of 9 men.

This vessel while proceeding to the inner harbour suddenly struck on the southern sandbank forming the entrance to the Cochin river, Malabar coast, at 11 A. M. of the 17th October, the light-house bearing E. by S. She was damaged to the extent of Rs. 100. On a portion of the cargo being put on lighters and some being jettisoned, the vessel was warped into deep water. The accident is attributed to an error of the Tindal. The cargo was partially lost and partly damaged. No life lost.

173. **County of Haddington.**—A British four-masted iron ship, of Glasgow, 1,865 tons register, official No. 80432, age 20 years, bound from Philadelphia to Calcutta, with a cargo of kerosine oil, value not reported.

Lost bower anchor and chain at Sandheads, Hooghly river, on the 17th October during bad weather. No damage to cargo; no life lost.

174. **Mount Hebron.**—A British screw steamer, of Glasgow, 1,568 tons register, official No. 97585, age 9 years, classed at Lloyd's 100 A. I., bound from Calcutta to Colombo; description of cargo and number of crew, not reported.

This vessel on arrival at Colombo, on the 19th October, reported having had her piston broken and high pressure cylinder cracked. No damage to vessel or cargo. No life lost.

175. **Dolatpasa.**—A native craft, of Porbander, 24 tons register, official No. 179, age 4 years, classed as a batel bound from Surat to Porbander, with a cargo of cotton seeds, rice, pulse, castor oil, etc., valued at Rs. 1,220, and a crew of 4 men.

Stranded near Attor, at 3 A. M. of the 23rd October, at a distance of about 400 feet from the entrance to the Porbandar creek, Kathiawar coast. The damage to the vessel is estimated at Rs. 150. The cargo damaged is valued at Rs. 600. No life lost. The accident is attributed to an error of the Tindal.

175. **Claverley.**—A British screw steamer, of London, 1,838 tons, official No. 104806, age 4 years, classed at Lloyd's 100 A. I., bound from Calcutta to Bombay, with a cargo of coal, value not reported; and a crew of 36 men.

Grounded on the Sankral sand, Hooghly river, on the 24th October as she was proceeding down under pilotage charge. No damage to vessel or cargo. No life lost.

177. **Rampasa.**—A native craft, of Junagad, 22 tons register, official No. 25, age 5 years, bound from Veraval to Porbander and Navibander, with a cargo of iron materials and wooden planks, valued at Rs. 450, and a crew of 3 men.

Encountered unfavourable weather and high seas at noon of the 30th October at the mouth of the Navibander creek, Kathiawar coast, and was damaged to the extent of Rs. 50. Cargo to the amount of Rs. 25 was lost. No life lost.

NOVEMBER.

178. **Chupra.**—A British screw steamer, of Glasgow, 1,436 tons register, official No. 80431, age 20 years, bound from Galle to Callingapatam in water ballast.

This vessel belonging to the British India Steam Navigation Company left Tuticorin for Galle and whilst there she received instructions to proceed to Callingapatam. At noon of the 4th November she was in Lat. 16° 16 N., Long. 82° 39½′ E. The course then was N. 39° E. true until 4 P. M. and then the course was N. 40° E. true. She had then run 16 miles, and this course was kept till noon of the 5th November when she was in Lat. 17° 8′ N. and Long. 83° 10′ E. The course steered from noon that day was N. 40° E. true until 8 P.M. at which hour the vessel had made a run of 39 miles. At 8 P.M. the vessel's course was altered to N. 50° E. true. That course was kept till 10-30 P. M. when the vessel took the ground, apparently aft, she bumped heavily, and was driven up the beach by the surf. She took the ground in Lat. 17° 31′ N., Long 83° 3½′ E. She was aground for 16 days and came off on the 21st November after having been dismantled. It was then

found that she was making water, and that the compasses showed on north-easterly courses westerly errors, whereas previously to the stranding there had been easterly errors which the Captain attributed to the hammering which the vessel received when on shore. The vessel was then taken into Coconada on the 22nd November, and after waiting there some days she was taken under coal ballast to Calcutta, arriving there on the 31st December. Since arrival it has been ascertained on a survey that her stern frame has been broken and twisted, her rudder considerably damaged, her bottom set up under the main hold about 3½ inches for a length of about 50 feet; her internal structure being damaged a good deal fore and after. The damage done is estimated at about Rs. 50,000.

A Court of Inquiry was held under Section 7 of Act V of 1883 (The Indian Merchant Shipping Act), as amended by Act VI of 1891, at the instance of the Government of Bengal for the purpose of making an investigation into the cause of the grounding of the S. S. *Chupra* near Vizagapatam on the 5th November 1898 at 10-30 P. M. The Captain was charged with being guilty of default in not verifying the position of the ship by bearings and using the lead after having soundings which showed the ship to be in much less water than was expected, and after experiencing the same set and same rate of current for three days from the 2nd November without making any allowance for it. The Court after hearing the evidence in the case, came to the conclusion that the Captain was guilty of the defaults mentioned in the charge and directed that his certificate be suspended for three months.

179. **Vijliprasad.**—A native craft, of Bulsar, 34 tons register, official No. 2043, age 15 years, classed as a padow, bound from Megharbhat to Bombay and Porbander, with a cargo of coal powder, valued at Rs. 212-8-0, and a crew of 8 men.

Encountered a heavy storm and high seas near Matvad, on the Kathiawar coast, at midnight of the 5th November, when a portion of the cargo had to be jettisoned, to secure the vessel and the lives of the crew. The value of the cargo jettisoned is not stated. The damage to the vessel is estimated at Rs. 4. No life lost.

180. **Syed Mahomed Abdul Cader Bux.**—A British Indian wooden brig, of Coconada, 150 tons register, official No. 3 of 1895, age 3 years, not classed, bound from Coconada to Kilakarai with a cargo of paddy, value not stated, and a crew of 10 men.

Encountered a cyclonic storm between 3 and 5 P. M. of the 5th November when the vessel was about 100 miles to the south-east of Madras. The main mast was cut away and a portion of the cargo was jettisoned to ensure the safety of the vessel and the lives of the crew. The damage sustained by the vessel is estimated at Rs. 1,500, and the cargo lost is valued at Rs. 2,000. No life lost.

181. **Mobile.**—A British screw steamer, of Bombay, 930 tons register, official No. 82278, age 19 years, bound from Bombay to Busra and Bander Abbas, with a general cargo, value not stated, 50 passengers, and a crew of 63 men.

Collided with a buggalow at 8 P. M. of the 8th November when in Lat. 26° 42′ N., Long. 53° 10′ E., Persian gulf. There was no material damage done to either vessel by the collision. No loss of cargo. No life lost. The accident is attributed to the buggalow not showing any side lights.

182. **Madhavprasad.**—A native craft, of Porbander, 36 tons register, official No. 5, age 4 years, bound from Veraval to Pindani and Navibander, with a cargo of planks, cocoanuts, and cocoanut oil, valued at Rs. 1,216-5-0, and a crew of 5 men.

Encountered a severe storm accompanied with heavy showers of rain at 1 A. M. of the 8th November while she was on her way from Pindani to Navibander on the Kathiawar coast, and having struck on a rock she began to fill with water, when it was considered necessary to jettison a portion of the cargo to save the vessel and the lives of the crew. The cargo lost is estimated at Rs. 177. No life lost.

183. **Khageshwari.**—A British Indian pattimar, of Bombay, 53 tons register, official No. 4868, age 14 years, bound from Karanja to Alleppy, with a cargo of salt, valued at Rs. 8,424, and a crew of 17 men.

This vessel whilst on her way to Alleppy, encountered a severe storm from the south, between Vingurla and Goa, on the Bombay coast, at noon of the 9th November, and having lost her sail, yard, etc., and suffering other damages she was compelled to turn back. The damage to the vessel is estimated at Rs. 150. The cargo lost is valued at Rs. 2,121. No life lost.

184. **Clan Macalister.**—A British screw steamer, of Glasgow, 1,419 tons register, official No. 98662, age 7 years, classed at Lloyd's 100 A. I., at Colombo; description of cargo, and number of crew not reported.

This vessel on arrival at Colombo at 11-35 A. M. of the 16th November reported having one blade of her propeller broken. She repaired and proceeded. No damage to vessel or cargo. No life lost.

185. **Padaruth** *alias* **Sukario.**—A native craft, of Cutch Bhuj, 51 tons register, no official number, age 3 years, not classed, bound from Mandvi to Keti and Cochin, with a cargo of paddy valued at Rs. 1,800, and a crew of 8 men.

Grounded on the southern sand forming the entrance to the Cochin river, Malabar coast, at 4 A. M. of the 20th November. The vessel was entering the inner harbour when a strong southerly current and light wind caused the vessel to drift and she ran aground on the sand in 9 feet of water. She dropped an anchor astern and tried to warp out; but was not successful. A portion of her cargo was then discharged into lighters and at 6 P. M. she floated off and anchored in 2½ fathoms. She sustained no damage. No loss of cargo. No life lost.

186. **Glaucus.**—A British screw steamer, of Liverpool, 3,591 tons register, official No. 106794, age 2½ years, not classed, bound from Sydney to Albany and London, with a general cargo, value not stated, and a crew of 63 men.

This vessel when in Lat. 10° 7′ N. Long. 54° 0′ E., Arabian sea, met with a trifling accident at 6-30 P.-M. of the 20th November, by her machinery breaking down from some unknown cause. No damage to cargo. No life lost.

187. **Valkyrie.**—A British steel ship, of Greenock, 2,172 tons register, official No. 98317, age 6 years, classed at Lloyd's 100 A.I., bound from Hamburg to Calcutta and Boulogne, with a cargo of jute, valued at Rs. 5,60,910. Number of crew not reported.

This vessel while loading at No. 1 Prinsep's ghat moorings, Hooghly river, took fire, but it was soon extinguished. The damage caused was trifling. About 90 bales of jute were damaged by fire and water. No life lost.

188. **Laristan.**—A British screw, steamer, of Swansea, 1,360 tons register, official No. 104954, age 2 years, classed at Lloyd's 100 A. I., was at Jask. Description of cargo, and number of crew not reported.

Collided with her anchor at Jask, in the Persian gulf, about the 21st November. She was surveyed and a leak found in her ballast tank. She was recommended to repair. The divers stopped the holes after which she was allowed to proceed.

189. **Statesman.**—A British four-masted screw steamer, of Liverpool, 4,003 tons register, official No. 105519, age 3 years, classed at Lloyd's 100 A. I., bound from Calcutta to London, with a general cargo, and a crew of 58 men.

Grounded slightly and bilged on the Moyapore flat, Hooghly river, as she was proceeding down under pilotage charge on the 24th November. No damage to vessel or cargo. No life lost.

190. **Maharaja.**—A British fore and aft steamer, of Liverpool, 1,046 tons register, official No. 81268, age 19 years, classed at Lloyd's 100 A. I., bound from Liverpool to Calcutta and Rangoon with a general cargo and coal, value not stated, and a crew of 55 men.

Collided with the brig "*Secunder Shah*" at midnight of the 26th November. She anchored foul of the steamer whilst she was swinging to the flood mooring buoy in the Chittagong river, and had her after flagstaff carried away. No loss of cargo. No life lost.

191. **Secunder Shah.**—A British Indian wooden brig, of Chittagong, 218 tons register, official No. 21 of 1891, age 8 years, bound from Chittagong to Naraingunge, with a cargo of jute valued at Rs. 5,015, and a crew of 18 men.

This vessel whilst lying at anchor near David's jetty, Chittagong river, on the 27th November, to discharge her cargo in their godowns, was fouled by the S. S. *Maharaja*, when swinging flood in an opposite direction, in the Kurnafully river, Chittagong coast. The *Maharaja* lost her flagstaff but the brig sustained no damage. No loss of cargo. No life lost.

192. **Daria Daulat.**—A British Indian muchwa, of Thana, 16 tons register, official No. 6638, age 13 years, bound from Kalyan to Bombay, with a cargo of rice and bran valued at Rs. 2,006, and a crew of 6 men.

This vessel set sail from Kalyan, and when about two miles off the Kalyan bander on the south she encountered a gale of wind which struck her violently and she became helpless. She was driven against the rocks in the creek and was damaged to the extent of Rs. 40. Cargo to the amount of Rs. 801-8-0 was lost, and about Rs. 604-8-0 damaged. No life lost.

193. **Umfuli.**—A British screw steamer, of London, 1,513 tons register, official No. 102814, age 5 years, classed at Lloyd's 100 A. I., bound from Port Natal to Delagoa bay; description of cargo and number of crew not reported.

This vessel whilst proceeding from Port Natal to Delagoa bay, touched either bottom, or something submerged, in Lat. 28° 44¼′ S., Long. 32° 12¾′ E., Indian ocean, about the 29th November. No damage to vessel or cargo. No life lost.

DECEMBER.

194. **Culna.**—A British screw steamer, of Glasgow, 1,464 tons register, official No. 80435, age 20 years, bound from Rangoon, *via* Colombo, Tuticorin, Alleppy and Coconada to Calcutta, with a general cargo, and a crew of 78 men.

Damaged her propeller at the Kidderpore docks, Hooghly river, on the 1st December, as she was proceeding up under pilotage charge. No damage to vessel or cargo. No life lost.

195. **Madura.**—A British screw steamer, of Glasgow, 1,273 tons register, official No. 68080, age 24 years, classed at Lloyd's 100 A. I., bound from Calcutta to Rangoon, with a general cargo, 507 passengers, and a crew of 95 men.

On the 2nd December this vessel proceeded up the Rangoon river, taking up a pilot at about a quarter to four in the morning. The tide was rather better than half flood. The weather was fine and beautifully clear. She passed Elephant Point at 5-15 A. M., the weather remaining very fine. She passed the Mhawan buoy at a little before 6 A.M. Just then there was a fog which was lifting on the bank on the starboard bow; and about two minutes after the vessel struck on Dry Tree point; South mark bearing N. ½ E about 100 yards. She apparently sustained no damage. No loss of cargo. No life lost.

A Court of Inquiry held under Section 7 of the Indian Merchant Shipping Act, V of 1883, to investigate the cause of the grounding were of opinion that the Pilot committed a slight error of judgment in not stopping the ship when she entered the bank of fog as the accident occurred in an open part of the river, and it was not necessary to anchor considering the fog was lifting, but that after ascertaining his position he took the correct measures to avert an accident. This being the first accident committed by the Pilot, His Honour the Lieutenant Governor directed that he be reprimanded and warned to be more careful in future when overtaken by fog.

196. **Commilla.**—A British screw steamer, of Glasgow, 550 tons register, official No. 73799, age 23 years, bound from Rangoon to Mergui and Tavoy, with a general cargo, 43 passengers, and a crew of 64 men.

This vessel on coming out of the Mergui river, Burma coast, grounded on a mud flat at 4 A. M. of the 7th December and floated off at 3-45 P. M. the same day, without damage. No loss of cargo. No life lost.

197. **Lawada.**—A British screw steamer, of Glasgow, 2,124 tons register, official No. 90044, age 13 years, classed at Lloyd's A. I., bound from Mauritius to Bombay, with a cargo of sugar, 11 passengers, and a crew of 102 men.

This vessel when in Lat. 1° N., Long. 64° E., Indian ocean, had the connecting rod of the after valve gear carried away at 9 P. M. of the 10th December, from some unknown cause. It was afterwards repaired, and the vessel proceeded on her voyage without further accident. No damage to cargo. No life lost.

198. **Clive.**—A British screw steamer, of Greenock, 130 tons register, official No. 87403, age 14 years, bound from Penang to Tavoy and Rangoon, with a general cargo, 10 passengers, and a crew of 40 men.

Grounded on D'Silva shoal, at the entrance of the Rangoon river, at 10 A. M. of the 12th December, Syriam pagoda, open to eastward of Umbrella beacon. She floated off at 11-20 A. M. of the same day. The vessel sustained no damage. No loss of cargo. No life lost.

199. **Rustam Pihilwan.**—A British Indian vessel, of Surat, 9 tons register, official No. 3736, age not known, bound from Bhugwa-dandi to Gogo, with 10 passengers, and a crew of 7 men; no cargo.

This vessel whilst anchored near the jetty opposite the Custom house at Gogo, gulf of Cambay, was fouled by the *Ruparel* which was entering the creek during a strong north-easterly gale which came on at 6 A. M. of the 14th December. The *Ruparel* having become unmanageable got foul of the anchor rope. Both vessels were dragged towards the jetty with the result that the jetty gave

way and was carried away by the tide. The *Rustam Pihilwan* had her sides shattered. The value of the damage is estimated at Rs. 2,000. No life lost. The vessel was in ballast.

200. **Deepdale.**—A British screw steamer, of Sunderland, 1,650 tons register, official No. 81484, age 18 years, classed at Lloyd's 100 A. I., bound from Calcutta to Karachi with a cargo of coals and coke, and a crew of 45 men.

Grounded at Garden Reach, river Hooghly, as she was proceeding down under pilotage charge on the 14th December. No damage to vessel or cargo. No life lost.

201. **Onda.**—A British screw steamer, of Glasgow, 3,410 tons register, official No. 105967, age 3 years, bound from Calcutta to Bombay, with a cargo of coals, value not stated, and a crew of 88 men.

Lost the blade of her propeller at noon of the 18th December whilst in the Indian ocean, it having broken off near the flange; but from what cause it is not known. No damage to cargo. No life lost.

202. **Sonputali.**—A British Indian muchwa, of Rawe, 7 tons register, official No. 1006, age 10 years, bound from Rawe, a sub-port of Karanja, to Bombay, with a cargo of sand, valued at Rs. 11, and a crew of 9 men.

Collided with the *Laxmiprasad* at 10 P. M. of the 20th December. The muchwa was on the Rewas side of the Karanja creek, to the west of Rewas pier, and a little outside the Bombay boundary mark, when the *Laxmiprasad* ran into her and sank her. Both vessels were under sail, and the Tindals of both vessels state that they had the usual lights on board. The accident is attributed to reckless steering on the part of one or the other of the Tindals. The muchwa worth Rs. 685 and the tackle worth Rs. 37, were since recovered. The whole of the cargo was lost. No life lost.

203. **Kistna.**—A British screw steamer, of Glasgow, 524 tons register, official No. 95078, age 10 years, classed at Lloyd's 100 A. I., bound from Calcutta to Akyab, with a general cargo, value not stated, 17 passengers, and a crew of 76 men.

Collided with the brigantine *Luckie Bilas* while swinging to the flood abreast of the pier in the Chittagong river at 2 A. M. of the 20th December, damaging some of her iron works, valued at Rs. 10. No damage to cargo. No life lost.

204. **Cargo Boat No. 14.**—A British Indian dhony, of Tuticorin, 26 tons register, official number not given, age 6 years, bound from Tuticorin to Kulasekharapatam, with a cargo of paddy, value not stated, and a crew of 7 men.

This vessel set sail for Kulasekharapatam with her cargo of paddy at 6 A. M. of the 20th December, and having arrived at her destination at 1 P. M. the same day, commenced discharging her cargo, when strong winds, which prevailed at the time, drifted her to the shore and she stranded broadside on at the landing place of the port at 2. P. M. and was damaged to the extent of Rs. 25. The cargo lost is valued at Rs. 24. No life lost.

205. **Mahalaxmi.**—A British Indian muchwa, of Tarapur, 12 tons register, official No. 1120, age 8 years, bound from Edwan to sea for fishing purposes with fishing nets, valued at Rs. 75, and a crew of 8 men.

This vessel put out to sea for fishing purposes, and having encountered a strong gale of wind off Edwan, at 7-30 A. M. of the 21st December, was capsized and all her fishing appliances were thrown out and lost. No life lost.

206. **Puri.**—A British twin screw steamer belonging to the India General Steam Navigation Company of Calcutta, 287 tons register, official No. 98340, age 3 years, was at the Kidderpore docks. No cargo or crew.

This vessel whilst in the Kidderpore dry dock for survey and repair caught fire on the evening of the 21st December and a considerable portion of the saloon, cabins, etc., was burnt before the fire was extinguished.

207. **Sakarpasa.**—A British Indian vessel, of Karachi, 22 tons register, official No. 1813, age 25 years, bound from Sirganda to Mandvi, with a cargo of paddy and rice, value unknown, and a crew of 4 men.

Encountered bad weather and grounded in the Sirganda creek, Indus river, Sind coast, on the 24th December. A portion of the cargo was damaged. No life lost.

208. **Mirzapore.**—A British screw three-masted steamer, of Bombay, 2,168 tons register, official No. 65604, age 27 years, bound from Bombay to Calcutta, with a general cargo, value not reported, and a crew of 96 men.

Grounded on a mud bank at Moyapore, river Hooghly, on the 21st December, as she was proceeding up under pilotage charge. No damage to vessel or cargo. No life lost.

209. **Okara.**—A British screw steamer, of Glasgow, 3,439 tons register, official No. 105968, age 3 years, classed at Lloyd's 100 A. I., bound from Calcutta to Bombay, with a cargo of coal, and a crew of 88 men.

Grounded on the Mooneekhally sand, river Hooghly, on the 25th December, as she was proceeding down under pilotage charge. No damage to vessel or cargo. No life lost.

210. **Southend.**—A British screw three-masted steamer, of London, 196 tons register, official No. 105728, age 6 years, classed at Llyod's 100 A. I., bound from Suez to Yembo and Jeddah with pilgrims.

Lost her propeller, 47 miles north of Jeddah. It was picked up by the steamer *Magnet* and towed in on the 26th December. No life lost.

211. **Khatanpasa.**—A British Indian muchwa, of Mongrol, 5 tons register, official No. 79, age unknown, bound from Mongrol to Porbander and Navibander, with a cargo of chunam, worth Rs. 20, seven passengers and a crew of 3 men.

Encountered a storm at midnight of the 30th December, near Ghosa Bara, Sind coast, and it was found necessary to jettison a portion of the cargo to ensure the safety of the vessel and the lives of the crew and passengers. The vessel sustained no damage. The cargo jettisoned is valued at Rs. 14-4-0. No life lost.

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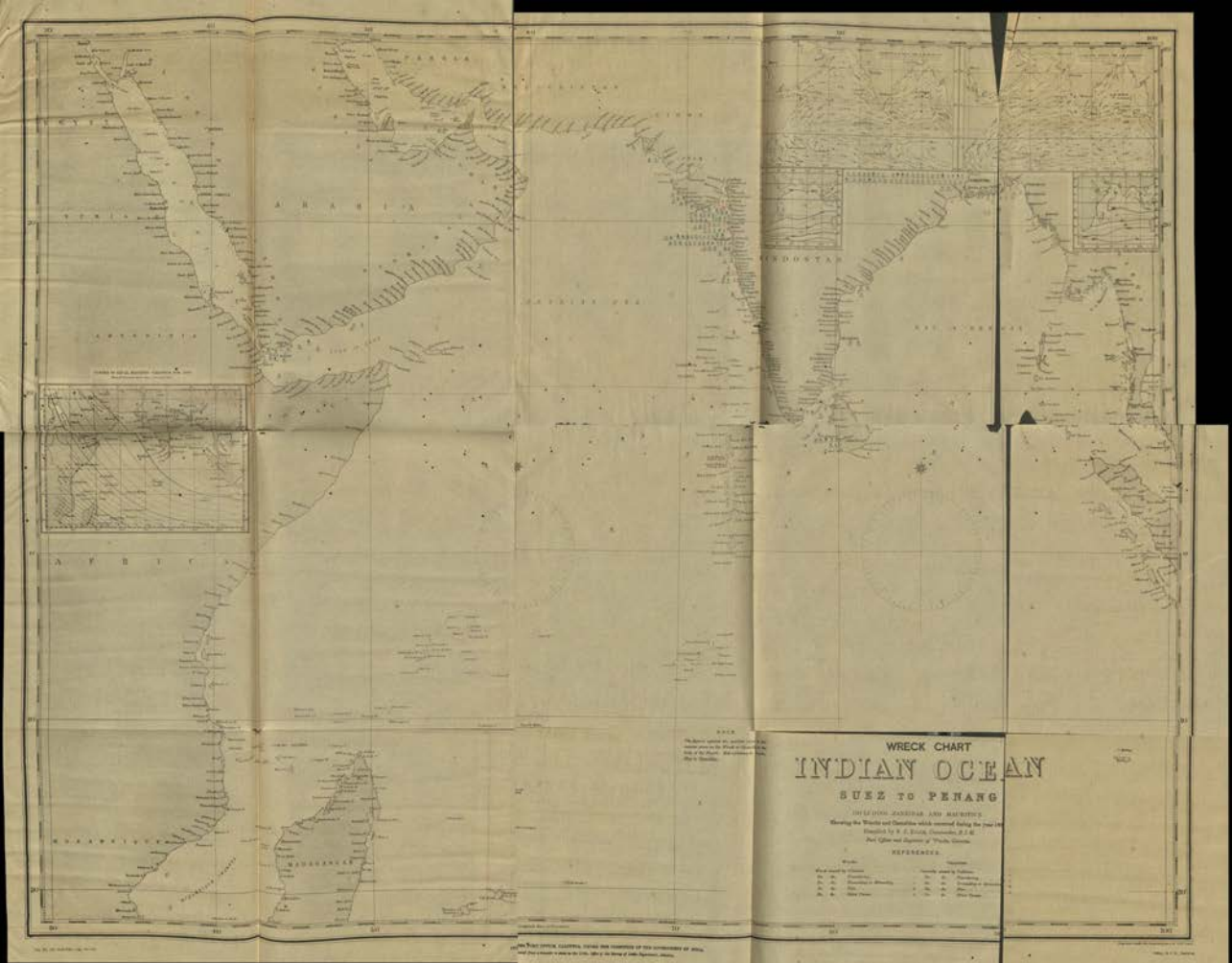
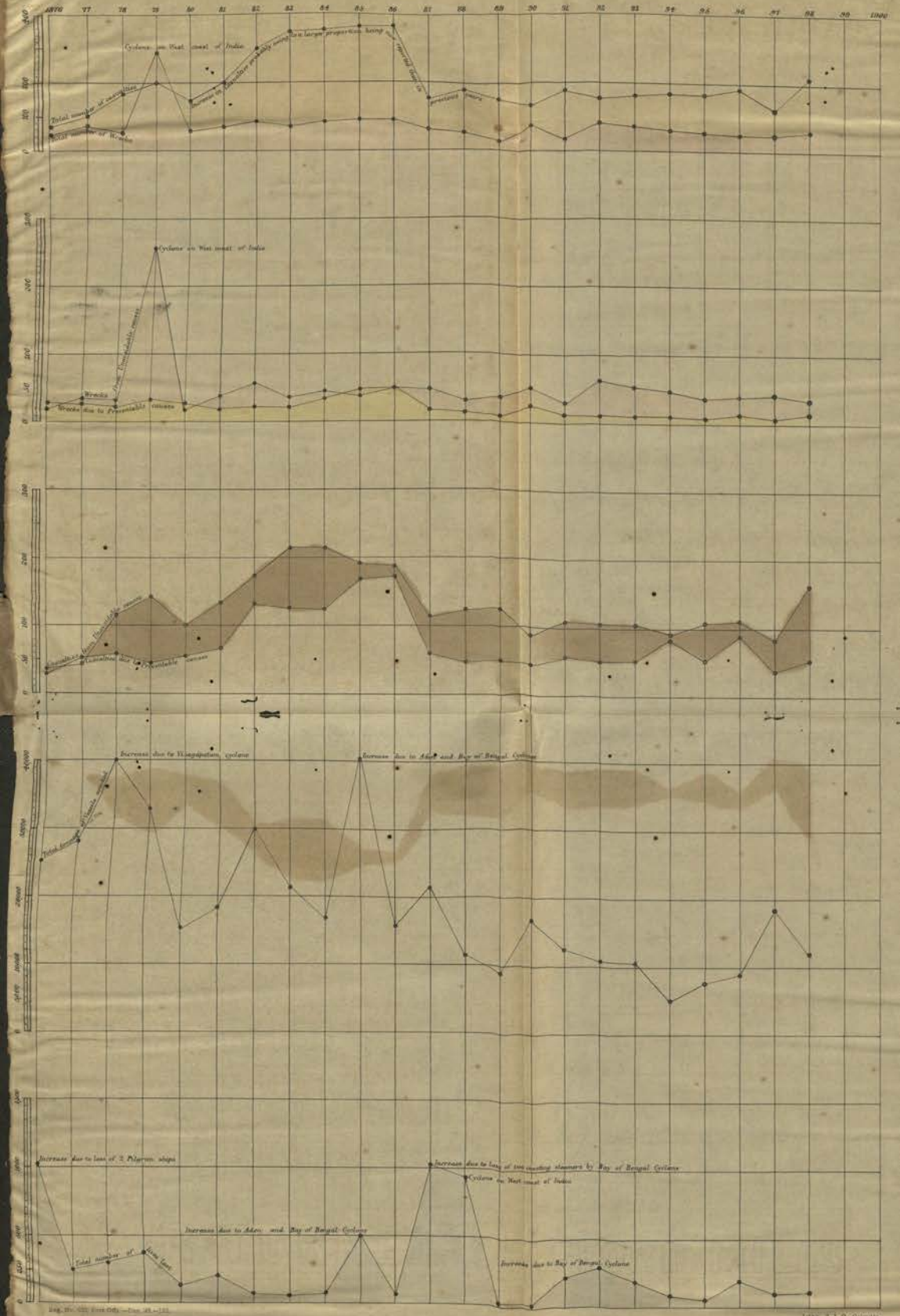

WRECK CHART
INDIAN OCEAN
SUEZ TO PENANG
INCLUDING ZANZIBAR AND MAURITIUS
Showing the Wrecks and Casualties which occurred during the year 18
Compiled by R. C. Rivett, Commander, R.I.M.
Port Office and Customs Department of Bombay, Colombo.
REFERENCES
Wrecks
Casualties
ARABIA
PERSIA
HINDOSTAN
AFRICA
MADAGASCAR
MOZAMBIQUE
CHANNEL
ZANZIBAR
MAURITIUS
RED SEA
ARABIAN SEA
BAY OF BENGAL

DIAGRAM.

Shewing Comparative Numbers of Maritime Wrecks and Casualties, Total Tonnage, and the Number of Lives Lost; reported to the Indian Wreck Department, Calcutta, from the year 1876 to 1898 inclusive.



Reg. No. 333, Post Offg.—Dec. 98.—125.

Litho. R. I. O., Calcutta.

WRECK CHART

INDIAN OCEAN

SUEZ TO PENANG

INCLUDING ZANZIBAR AND MAURITIUS.

Showing the Wrecks and Casualties which occurred during the year 1899.

Compiled by E. J. Beaumont, *Commander, R.I.M.*,

Offg. Port Officer and Registrar of Wrecks, Calcutta.

REFERENCES.

Wrecks.		Casualties.		
Wreck caused by Collision	+	Casualty caused by Collision		+
Do. do. Foundering	○	Do. do. Foundering		○
Do. do. Grounding or Stranding	▲	Do. do. Grounding or Stranding		▲
Do. do. Fire	●	Do. do. Fire		●
Do. do. Other Causes	●	Do. do. Other Causes		●

NOTE.

The figures against the symbols refer to the number given on the Wreck or Casualty in the body of the Report. And referring to Wrecks, Blue to Casualties.

PERSIA

BELUCHISTAN

SINDH

CUTCH

HINDOSTAN

ARABIA

EGYPT

NUBIA

ABYSSINIA

SOMALI

ARABIAN SEA

BAY OF BENGAL

AFRICA

MOZAMBIQUE

MADAGASCAR

MOZAMBIQUE CHANNEL

GULF OF ADEN

GULF OF PERSIA

BADRAMA

BOMBAY

MADRAS

CALCUTTA

CEYLON

MALDIVE ISLANDS

LAKADIVE ISLANDS

ANDAMAN ISLANDS

COMORO ISLANDS

MECCA

MEDINA

ADEN

CURRENTS DURING THE S.W. MONSOON

CURRENTS DURING THE N.E. MONSOON

Lines of Equal Temperature of the Surface Water for February

Lines of Equal Temperature of the Surface Water for August

Currents of Equal Magnetic Variation for 1900.

60° Longitude East of Greenwich

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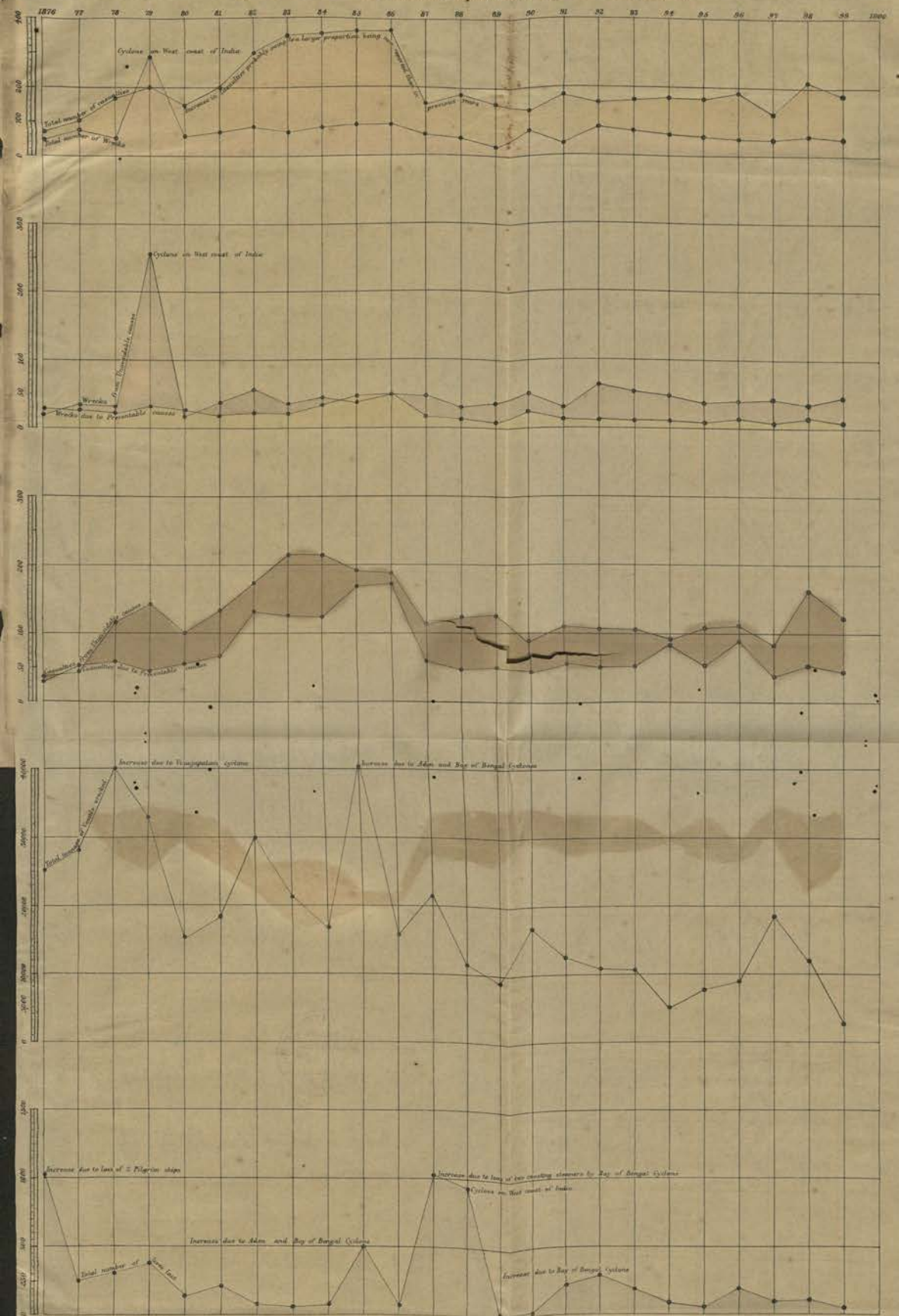

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GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.
SEPARATE REVENUE, ETC.

COMMERCE AND TRADE—CASUALTIES.

RETURN

OF

WRECKS AND CASUALTIES

IN

INDIAN WATERS

FOR THE YEAR 1899,

TOGETHER WITH A CHART SHOWING THE POSITIONS IN WHICH THEY OCCURRED, AND A DIAGRAM SHOWING COMPARATIVE NUMBERS OF THE REPORTED MARITIME CASUALTIES, ETC., THE TOTAL TONNAGE, AND THE NUMBER OF LIVES LOST, FOR THE PAST TWENTY-THREE YEARS.

PREPARED BY
E. J. BEAUMONT, COMMANDER, R. I. M.,
OFFICIATING PORT OFFICER AND REGISTRAR OF WRECKS.

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY.

CALCUTTA:
OFFICE OF THE SUPERINTENDENT OF GOVERNMENT PRINTING, INDIA.
1900.

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REVIEW.

Nothing has occurred during the year 1899 to give the record of Wrecks and Casualties in Indian waters any greater prominence over those of previous years, except perhaps in the matter of the collision which took place at Diamond Harbour, river Hooghly, between the Port Commissioners' Surveying vessel *Resolute* and the British India Steam Navigation Company's Steamer *Scindia*, when 18 lives were lost, *viz.*, 4 Europeans and 14 of the Native crew, and the Surveying vessel valued at 3 lakhs of rupees sunk. Also in the loss of the *Shiravati* which carried Government treasure, mails, and 406 passengers, off the Rajapore light-house, on the Bombay coast. There was only one life lost; and the Government treasure and mails were all saved. In this case, the Court of Inquiry suggested, that some log or record of each voyage should be kept either in English or in the Vernacular and be authenticated at the end of the voyage by the signature of the Master. The *Amboina*, too, met with a disaster off Bentinck island in the Mergui archipelago. No life was lost; and the cargo was saved; but the Master was tried and convicted for having taken charge of a vessel without a proper certificate. Altogether there were only 22 lives lost during this year.

The Wrecks included 4 British and Foreign vessels and 50 British Indian and Native craft; and the Casualties 121 British and Foreign vessels and 43 British Indian and Native craft.

The total of 218 Wrecks and Casualties consisted of 27 collisions, 12 founderings, 42 groundings, 55 strandings, and 82 miscellaneous cases.

The Table of the "General localities" in which these wrecks and casualties occurred shows that the largest number, *viz.*, 101, occurred in the Bombay Presidency including the gulf of Aden, Kathiawar coast, and gulf of Cambay; 40 in the Hooghly river and on the Chittagong and Orissa coasts; and 12 on the Madras and Malabar coasts. There were also 7 in the Red sea, 6 in the bay of Bengal and 9 in the Indian ocean; whilst the remainder occurred in various other localities in smaller numbers.

The following analyses show (A) the causes to which the reported maritime wrecks and casualties are attributed; (B) the general localities in which the reported maritime wrecks and casualties occurred; (C) the number of reported maritime wrecks and casualties in Indian waters in each month of the year 1899, the total tonnage of vessels wrecked, and the number of lives lost; (D) a comparative statement of the reported number of maritime wrecks and casualties recorded in the Indian Wreck Department from the years 1879 to 1899 inclusive, showing respectively British and Foreign vessels, British Indian vessels and Native craft; and (E) the reported number of maritime wrecks and casualties in Indian waters, the total tonnage of vessels wrecked, and the number of lives lost during the years 1865 to 1899 inclusive.

A.—Causes to which the reported maritime disasters may be attributed.

| | Collisions. | | | | | | | | Foundrings. | | Groundings. | | | | | | | | | | | | Strandings. | | | | Miscellaneous. | | | | | | | | | | | |

B.—General localities in which the maritime wrecks and Casualties occurred.

	Aden, gulf of.	Arabian sea.	Bengal, bay of.	Bombay coast.	Burma do.	Cambay, gulf of.	Ceylon coast.	Cutch, gulf of.	Chittagong coast.	Coromandel do.	Hooghly river.	Indian ocean.	Kathiawar coast.	Madras do.	Malabar do.	Manar, gulf of.	Orissa coast.	Persian gulf.	Red sea.	Sind coast.	Suez, gulf of.	South Atlantic.	Unknown.	TOTAL.
WRECKS.																							
British and Foreign vessels	...	...	1	1	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	4
British Indian vessels and Native craft	...	...	...	28	...	4	6	1	...	...	...	...	...	...	5	...	...	1	1	4	...	...	50
CASUALTIES.																							
British and Foreign vessels	18	4	5	11	13	1	7	...	3	1	34	9	...	...	1	1	1	1	6	1	3	1	121
British Indian vessels and Native craft	...	...	...	15	...	4	1	...	...	...	...	...	13	3	3	...	...	1	...	1	...	1	43
GRAND TOTAL	18	4	6	55	13	9	14	1	4	1	36	9	13	3	9	1	1	3	7	6	3	1	218

C.—A Statement showing the number of reported maritime Wrecks and Casualties in Indian waters, the total tonnage of vessels wrecked, and the number of lives lost, in each month of the year 1899.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	TOTAL.
Number of Wrecks	3	4	6	17	9	2	...	1	2	5	1	4	54
Ditto. Casualties	13	15	10	16	20	15	16	20	6	8	12	13	164
Total tonnage of vessels wrecked.	115	575	175	646	178	510	...	254	74	164	6	31	2,728
Number of lives lost	...	...	1	2	...	...	...	18	...	1	...	...	22

D.—Comparative Statement of the reported number of maritime Wrecks and Casualties recorded in the Indian Wreck Department from the years 1879 to 1899 inclusive, showing, respectively, British and Foreign Vessels, British Indian Vessels and Native craft.

YEAR.	WRECKS.							CASUALTIES.						
	BRITISH AND FOREIGN VESSELS.		BRITISH INDIAN VESSELS.		NATIVE CRAFT.		TOTAL.	BRITISH AND FOREIGN VESSELS.		BRITISH INDIAN VESSELS.		NATIVE CRAFT.		TOTAL.
	Unavoidable.	Preventable.	Unavoidable.	Preventable.	Unavoidable.	Preventable		Unavoidable.	Preventable.	Unavoidable.	Preventable.	Unavoidable.	Preventable.	
1879	11	11	176	18	63	5	284	76	35	58	10	11	2	192
1880	2	11	15	12	7	3	50	90	47	9	3	4	1	156
1881	6	9	28	9	8	3	63	97	49	29	14	5	2	196
1882	9	18	39	6	13	5	90	119	98	45	33	8	...	303
1883	5	10	2	10	12	6	65	142	88	57	29	9	5	330
1884	6	7	26	22	11	7	79	153	83	50	34	14	5	339
1885	12	24	19	14	12	6	87	155	35	25	29	10	4	358
1886	4	10	30	24	11	12	91	129	130	37	31	16	8	351
1887	9	9	21	5	19	5	68	51	43	41	42	14	4	160
1888	3	8	8	7	16	6	48	72	33	39	11	35	...	190
1889	5	3	22	2	10	1	43	80	40	36	7	10	1	74
1890	10	11	28	14	9	1	73	65	41	23	7	5	...	141
1891	7	5	16	2	6	3	39	67	71	45	4	5	2	192
1892	3	3	30	5	31	...	72	36	48	42	3	29	...	158
1893	6	4	36	6	9	...	61	46	34	48	6	9	1	62
1894	2	2	39	5	5	2	55	31	64	55	15	11	3	179
1895	4	3	28	9	5	...	49	48	35	55	17	6	2	163
1896	3	3	23	9	16	...	54	38	64	42	20	22	3	189
1897	4	6	34	4	9	...	57	33	27	43	8	9	...	120
1898	3	6	19	8	10	...	46	25	44	56	5	20	1	211
1899	1	3	39	4	6	1	54	84	37	22	3	17	1	164

E.—Comparative Statement showing the reported number of maritime Wrecks and Casualties in Indian waters, the total tonnage of vessels wrecked, and the number of lives lost, during the years 1865 to 1899 inclusive.

Year.	Number of wreck and casualties.	Total tonnage lost.	Lives lost.	Remarks.
1865 . . .	28	14,443	6	
1866 . . .	32	15,597	35	
1867 . . .	37	17,417	49	
1868 . . .	20	12,558	19	
1869 . . .	55	25,688	279	
1870 . . .	44	14,809	51	
1871 . . .	47	18,804	118	
1872 . . .	116	14,238	143	Exclusive of four vessels supposed to have been lost.
1873 . . .	42	12,110	3	
1874 . . .	69	16,656	85	
1875 . . .	62	11,193	65	
1876 . . .	110	23,866	95	Does not include the 400 pilgrims lost in the *Hydree* and 428 in the *Jarad*, both wrecked in the Red sea, nor the Master and crew of both these vessels.
1877 . . .	163	26,347	142	Not including the Master and crew of the *Ariadne* and the *Coda Bux*, supposed to have foundered.
1878 . . .	228	35,873	139	Not including the Master and crew of the *Lady Rawlinson*, supposed to have foundered; and also of the *Futtal Karrim*, *Fattay Rasak*, *Lady Amherst*, and *William Stevenson*. The tonnage of the *Queenstown*, *City of palaces*, *Futtal Kurrim*, *Fattay Rasak*, *Lady Amherst* and *William Stevenson* was not reported, and is therefore not included.
1879 . . .	481	32,541	357	The number lost in the *Essex* was not reported.
1880 . . .	206	15,662	120	
1881 . . .	259	17,814	186	Does not include the missing ship *Nebo*.
1882 . . .	392	29,272	155	
1883 . . .	401	21,760	62	
1884 . . .	418	17,109	78	
1885 . . .	445	41,257	58	
1886 . . .	442	15,402	105	
1887 . . .	228	20,022	1,016	Does not include the number of lives supposed to be lost in the *Lampeti*.
1888 . . .	238	11,739	917	Not including the tonnage of one British Indian vessel and two native craft which were not given.
1889 . . .	217	9,629	35	
1890 . . .	214	16,993	22	
1891 . . .	231	12,068	240	
1892 . . .	238	10,410	272	
1893 . . .	223	12,428	170	
1894 . . .	234	5,180	84	
1895 . . .	212	7,982	63	
1896 . . .	241	8,147	168	
1897 . . .	177	18,141	96	
1898 . . .	257	11,979	75	
1899 . . .	218	2,728	22	

From the foregoing it will be seen that during the past 35 years, *viz.*, from 1865 to 1899 inclusive, the annual average of the reported wrecks and casualties in Indian waters has been 200, the average total tonnage lost was 17,096, and the average number of lives lost was 157.

A diagram showing the reported number of maritime wrecks and casualties in Indian waters, the total tonnage of vessels wrecked, and the number of lives lost, from the years 1876 to 1899 is also appended to this Return.

PORT OFFICE,
Calcutta 30th June 1900.

E. J. BEAUMONT, *Commander, R. I. M.*,
Officiating Port Officer and Registrar of Wrecks.

TABULAR STATEMENT OF THE WRECKS,

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

Number.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.	Cargo and its total value.	Date of wreck.
1	*Yeshvanty*	British Indian muchwa	37	Karanja	Alleppy and Bombay.	Copra, coir, tea, sand, and sundries: aggregate value Rs,000.	January 6th
2	*Verital*	Native craft	44	Bombay	Malpe	Coal; valued at R800.	Do. 7th
3	*Alimadat*	Do.	34	Do.	Mangalore	Bone meal, valued at R2,000.	Do. 28th
4	*Mahomed Samdany*	British Indian dhony	76	Point de Galle	Colombo	Corab stones, value not stated.	February 4th
5	*Tirhoot*	British iron flat	400	At Calcutta.		No cargo.	Do. 8th
6	*Meet Sahib*	Arabian sambook	30	Asab	Berbera	Mats, salt, and jawlies, value not stated.	Do. 13th
7	*Fate Kher*	Native craft	69	Beypore	Veraval	Logs of wood, planks, and bamboo blinds, valued at R1,250.	Do. do.
8	*Harsingar*	British Indian dinghy	32	Kurrachee	Keti	Wood, valued at R100.	March 1st
9	*Ruparel*	Do. do.	28	Kavi	Bombay	Animal bones, buffalo horns, peacock feathers, valued at R1,300.	Do. 12th
10	*Gauri*	Do. muchwa	9	Dabhol	Harnai	In ballast	Do. 16th
11	*Darya Dowlat*	Do. padow	49	Bhavnagar	Bombay	Yellow clay, valued at R57-8.	Do. 17th
12	*Muhamudi Salamati*	Do. manji	20	Kundapur	Kalai	Loose paddy, valued at R726.	Do. 18th
13	*Labsavai*	Do. padow	37	Bombay	Cochin and Calicut.	.....	Do. 21st
14	*Mariammal*	Do. dhony	.....	At Kalutara		Cattle bone manure	April 7th
15	*Rampersad*	Do. padow	15	Anjar	Baisar	Salt fish, valued at R600.	Do. 10th
16	*Moulmein*	Do. wooden brig	135	Akyab	Jaffna	Paddy, valued at R11,000.	Do. do.
17	*Barkati*	Do. muchwa	26	Mora	Calicut	Salt, valued at R3,672.	Do. 21st
18	*Kaderi*	Do. vessel	4	Mandad	Ratnagiri	Paddy and wari, valued at R239-8.	Do. do.
19	*Machimar Sulemani*	Do. muchwa	9	Vizindurg	Bandora	Firewood, valued at R41	Do. do.
20	*Darya Bahadur*	Do. do.	17	Mora	Calicut	Salt, valued at R3,456	Do. do.
21	*Gurguli*	Do. do.	26	Trombay	Cannanore	Do. at R3,456	Do. do.
22	*Fatemari Chandani*	Do. vessel	16	Dabhol	Bombay	Turmeric and coarse sugar, &c., valued at R2,874.	Do. do.
23	*Barkati*	Do. muchwa	9	Bombay	Harnai	.....	Do. do.
24	*Parvati*	Do. do.	31	Dabhol	Do.	.....	Do. do.
25	*Fathel Ker*	Do. do.	101	Do.	Do.	.....	Do. 22nd
26	*Tawakali*	Do. vessel	75	Karanja	Ponani	Salt, valued at R9,720	Do. do.
27	*Jamnaprasad*	Do. padow	58	Bombay	Bhavnagar	Timber, value not stated.	Do. do.
28	*Ruparel*	Do. batel	41	Beypore	Calicut and Bombay.	Bamboo blinds, logs of blackwood, and jungle wood, valued at R635.	Do. do.
29	*Kadria*	Do. kotia	.....	Keti	Cochin	Paddy, value not stated	Do. do.
30	*Futtel Kar*	Native craft	63	Bombay	Do.	Empty casks and iron, value not stated.	Do. do.
31	*Blue Bell*	Do. cutter	...	Bombay	Kennery island	Provisions, furniture, etc., valued at R287.	May 4th
32	*Hariprasad*	Native craft	10	Kavi	Bhavnagar	Firewood, valued at R25	Do. 5th
33	*Darya Daulat*	British Indian padow	49	Bombay	Ratnagiri	In ballast	Do. 20th
34	*Laxmi*	Do. mahagiri	23	Do.	Neura	Do.	Do. 22nd
35	*Harsingar*	Do. vessel	22	Keti	Mandvi	Red rice, bajri, and leaf punkahs, value not stated.	Do. do.
36	*Fatteh Khair*	Do. do.	40	Do.	Do.	Do. do.	Do. do.
37	*Ramprasad*	Native craft	17	Surat	Cambay	Chunam, valued at R700; and Vinegar R4.	Do. 27th
38	*Fatte Mubarak*	British Indian padow	25	Bombay	Ratnagiri	In ballast	Do. 28th
39	*Fattemari Bhavani*	Do. vessel	22	Do.	Jaygad	Kerosene oil, valued at R1,500.	Do. 29th
40	*Fathay Salam*	Do. pattimar	82	Alleppy	Bombay	.....	June 4th

Waters during the year 1899.

Position of wreck and name of shoal, etc.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	Number of lives lost or saved.
At Andathod, about 8 miles south of Ponani	Malabar coast	Grounding.—Heavy weather	All lost	None lost.
On the southern side of the Malpe river bar	Do. do.	Stranding.—Tides and currents	Partially lost	Do.
Fifty yards from the village of Phanse Manzi in Devgad.	Bombay do.	Sprung a leak.—Heavy weather	All lost	Do.
On a reef between mount Liviniaand Angulana	Ceylon do.	Stranding.—Error of the Tindal	None lost	Do.
On College sand	Hooghly river	Grounding.—Tides and currents	.....	Do.
Near Shaikh Berkhud	Red sea	Stranding.—Error of the Tindal	Partially lost	Do.
Three miles off Ranvi bander, near Dabhol	Bombay coast	Foundering.—Tides and currents	Do.	Do.
At the Seesa mouth of the Indus river	Sind do.	Grounding.—Error of the Tindal	All lost	Do.
On a sand-bank between Malpôle and Devta	Gulf of Cambay	Do.— Tides and currents	Do.	Do.
On the bar of the Anjanvel creek	Bombay coast	Stranding.—Heavy weather.	.....	1 life lost.
About 4 miles from Satpati near Dahanu	Do. do.	Do.— do.	All lost	None lost.
Three miles south of Baikul	Do. do.	Do.— do.	Do.	Do.
At Padiangadi, four miles off Calicut	Malabar do.	Do.— Tides and currents	.....	Do.
At the mouth of the Kalugunga river	Ceylon do.	Do.— do.	Partially lost	Do.
About 15 miles from the Anjar seashore	Gulf of Cutch	Sprung a leak.— do.	All lost	Do.
Near the Mullativu beacon	Ceylon coast	Stranding.—Error of the Tindal	Do.	Do.
Near the fort of Ratnagiri	Bombay do.	Foundering.—Heavy weather	Do.	Do.
At Harnai	Do. do.	Stranding.—Tides and currents	Do.	Do.
Whilst anchored in the Harnai fort	Do. do.	Do.— do.	None lost	Do.
Near the Ratnagiri fort	Do. do.	Foundering.—Heavy weather	All lost	Do.
Do. do.	Do. do.	Do.— do.	Do.	Do.
About 300 yards from the Harnai Custom House.	Do. do.	Stranding.—Tides and currents	Partially lost and partly damaged.	Do.
Do. do.	Do. do.	Do.— do.	.....	Do.
Do. do.	Do. do.	Do.— do.	.....	Do.
Off Alibag	Do. do.	Foundering.—Heavy weather	.....	Do.
Off Rajpuri, on the Janjura State	Do. do.	Do.— do.	All lost	Do.
Off Alibag	Do. do.	Do.— do.	Do.	Do.
A few yards from the Hareshwar hill near Harnai.	Do. do.	Stranding.—Heavy weather	Partially lost	Do.
Off Janjira	Do. do.	Foundering.—Heavy weather	All lost	Do.
Off Alibag	Do. do.	Do.— do.	Do.	Two lives lost.
On the rocks at the south-west corner of Kennery island.	Bombay coast	Stranding.—Error of the Tindal	All lost	Do.
Near Nova Bet, opposite Dholera	Gulf of Cambay	Do.—Heavy weather	Partly lost	Do.
5 miles off the bar of Bankot creek	Bombay coast	Capsized.—Heavy weather	.....	Do.
Near Waroda bandar in the Ratnagiri district	Do. do.	Stranding.— do.	.....	Do.
Near the Kahar mouth of the Indus river	Sind do.	Do.— do.	All lost	Do.
Do. do.	Do. do.	Do. do.	Do.	Do.
Near Nova Bet, opposite Dholera	Gulf of Cambay	Stranding.—Heavy weather	Partially lost and partly damaged.	Do.
Off Guhagar	Bombay coast	Do.— do.	.....	Do.
Opposite the Harnai Custom House	Do. do.	Do.— do.	Partially lost	Do.
On the north spit of Cochin harbour	Malabar do.	Grounding.—Tides and currents	.....	Do.

Number.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.	Cargo and its total value.	Date of Wreck.
41	*Amboina*	British screw steamer	428	Rangoon	Mergui and Renoung.	Rice, bran, peas, prawn dust, fisherman's edible bird's nests and mother-o'-pearl shells, valued at R10,071.	June 13th
42	*Resolute*	Do. do.	254	On Survey work in the Hooghly river.		No cargo	August 14th
43	*Dattaprasad*	British Indian pattimar	62	Malwan	Calicut	Ragi, mutt, jowar, and cocoanut, valued at R7,745-8.	September 17th
44	*Ruparel*	Do. do. padow	12	Gogo	Bombay	.....	Do. 21st
45	*Shiravati*	British screw steamer	76	Goa and coast ports		Government Treasure, to the amount of 3 lakhs and mails.	October 3rd
46	*Mohideen Hydross*	British Indian coasting vessel.	55	Pamban	Negapatam	Firewood, valued at R500	Do. 24th
47	*Yeshwanty*	British Indian muchwa	6	Ratnagiri	Honavar	For fishing purposes	Do. 26th
48	*Laxmi*	Do. do.	10	Bombay	Ratnagiri	Rangoon rice, valued at R308.	Do. 29th
49	*Kaderi*	Do. muchwa	6	Bombay	Bankot	Rice, dates, betelnuts valued at R800.	November 8th
50	*Ghilani*	Do. vessel	17	Kutrachee	Sirgana	General, valued at R2,760	Do. 13th
51	*Athiathul Rahim*	Do. manji	20	Beypore	Ponani and Quilon	Unmanufactured tobacco, valued at R3,360.	December 9th
52	*Muchno Macheri*	British Indian vessel	7	Gogo	Gogo Batha	Tamarind leaves, valued at R4	Do. 10th
53	*Muchno Macheri*	Do. do.	4	Do.	Do.	In ballast	Do. do.
54	*Rahmani*	Do. dinghy	...	Kutrachee	Kais and Busrah	Charcoal, value unknown	Do. 19th

during the year 1899—concluded.

Position of Wreck and name of shoal, etc.	General locality where Wreck occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	Number of lives lost or saved.
On a reef off Bentinck island, Mergui archipelago.	Bay of Bengal . .	Grounding—Error of the Master . .	None lost . .	None lost.
At Diamond Harbour	Hooghly river . .	Collision with the *Scindia*.—Error of the Pilot.	.....	18 lives lost.
Off the Calicut light-house	Malabar coast .	Foundering.—Tides and currents . .	All lost . . .	None lost.
On a sandbank one mile off the Tapti light-house.	Gulf of Cambay .	Sprung a leak.—Tides and currents .	.....	Do.
About 200 feet from the Rajapur light-house .	Bombay coast . .	Grounding.—Error of the Chief Officer .	None lost . .	1 life lost.
Four miles west of Point Pedro . . .	Ceylon do. . .	Stranding.—Tides and currents . .	All lost . . .	None lost.
At the mouth of the Honavar creek . .	Bombay do. . .	Do.— do.	.....	Do.
At the entrance of the Rajewada creek . .	Do. do. . .	Do.— do.	Partially lost and partly damaged.	Do.
About a mile to the west of Alibag . .	Do. do. .	Do.—Heavy weather . . .	All lost . . .	Do.
Off the Mull mouth of the Indus river . .	Sind do. . .	Foundering.—Scuttled	Cargo sold . .	Do.
At Wadanapalli at the Chetwayi river entrance	Malabar do.	Capsized.—Tides and currents . .	Partially lost and partly damaged.	Do.
At Sakarkhadi near Gogo	Gulf of Cambay .	Stranding.—Heavy weather . . .	All lost . . .	Do.
Near the Bhavnagar light-house . . .	Do. do.	Do.— do.	...	Do.
Near Kharig island, above Bushire . .	Persian gulf .	Do.—Tides and currents . .	All lost . . .	Do.

NOTES TO ACCOMPANY THE WRECK STATEMENT FOR 1899.

JANUARY.

1. **Yeshwanty.**—A British Indian muchwa, of Malwan, 37 tons register, no official number, not classed, age 20 years, bound from Karanja to Alleppy and Bombay, with a cargo of copra, coir, tea, sand, and a general cargo, of the aggregate value of ₹8,000, and a crew of 10 men.

Encountered a strong north-west wind and sea, at 11 P.M. of the 6th January whilst anchored at Andathod, about 8 miles south of Ponani, Malabar coast and as the wind increased the vessel dragged her anchor towards the beach struck on the sands broke up and became a total wreck. The whole of the cargo was lost. The value of the vessel is estimated at R2,000. No life lost.

2. **Verisal.**—A native craft, of Cutch, 44 tons register, official No. 4342, age not known, but old; bound from Bombay to Malpe with a cargo of coal valued at R800; and a crew of 5 men.

This vessel whilst crossing the bar to come to an anchorage in the Malpe river, Malabar coast, was driven by the force of wind and tide, to the southern side of the bar where it was shallow, and broke up at 5 P.M. of the 7th January. The cargo lost is estimated at R750; damaged, at R50, while the value of the vessel is calculated at R700. No life lost.

3. **Alimadat.**—A native craft, of Jafrabad, 34 tons register, official No. 219, age 15 years, classed as a padow; bound from Bombay to Mangalore, with a cargo of bone meal, valued at R2,000, and a crew of 7 men.

This vessel was proceeding on her voyage, and at 5 P.M. of the 28th January, when about 50 yards from the village of Phanse Manzi, in Devgad Bombay coast, she suddenly began to take in large quantities of water which the crew were unable to bale out. She was steered towards the land, but owing to strong northerly winds and heavy surf she was unable to reach it and she sank in two fathoms of water. The whole of the cargo was lost. No life lost. The value of the vessel is not stated.

FEBRUARY.

4. **Mahomed Samdany.**—A British Indian dhony, of Negapatam, 76 tons register, official No. 11 of 1897, bound from Point deGalle to Colombo with a cargo of coral stones weighing 20 tons, value not stated, and a crew of 10 men.

Stranded at 9 P.M. of the 4th February on a reef about a quarter of a mile from shore, between Mount Livinia and Angulana, on the west coast of Ceylon, whilst the Tindal was tacking shorewards and seawards in turn. The vessel became a total wreck. The cargo was taken charge of by the owner. No life lost. The accident is attributed to the incompetence of the Tindal.

5. **Tirhoot.**—A British iron flat, of Calcutta, 400 tons register, no official number, age 30 years, was at anchor in the Hooghly river with a crew of 12 men, no cargo.

Grounded on College sand, Hooghly river, at 8 A.M. of the 8th February and became a total wreck. The flat was embedded in the sand but well out of the channel and traffic. No life lost.

6. **Meet Sahib.**—An Arabian sambook of Hamid, 30 tons register, no official number, age 20 years, bound from Asab to Berbera, with a cargo of mats, salt, and jawlies, value not stated; two passengers and a crew of 13 men.

Stranded at 9 P.M. of the 13th February near Shaikh Berkhud in the Red sea, owing to heavy weather and careless navigation on the part of the Master of the vessel. The vessel was totally lost. The cargo was partially lost; value not reported. No life lost.

7. **Fate Kher.**—A native craft, of Veraval, 69 tons register, official No. 449, age 3 years, bound from Beypore to Veraval, with logs of wood, planks, and bamboo blinds, valued at R1,250, and a crew of 9 men.

This vessel having encountered a northerly gale, shipped a large quantity of water and foundered at sea, at 5 P.M. of the 13th February, three miles off Ranvi bander near Dabhol, Bombay coast. The value of the vessel is not stated. The cargo lost is estimated at R1,139. No life lost.

March.

8. **Harsingar.**—A British Indian vessel, of Kurrachee, 32 tons register, official No. 559, age unknown, classed as a coasting craft, bound from Keti to Kurrachee, with a cargo of wood, valued at R100, and a crew of 6 men.

This vessel was proceeding on her voyage; but owing to the Tindal's ignorance of the navigation of this locality and the want of a Pilot she grounded at the Seesa mouth of the Indus river, Sind coast, at about 9 A.M. of the 1st March, and was totally lost with all her cargo. The value of the vessel is estimated at R1,200. No life lost.

9. **Ruparel.**—A British Indian vessel, of Jaffrabad, 28 tons register, official No. 40, age 15 years, classed as a country craft, bound from Kavi to Bombay, with a cargo of animal bones, buffalo horns, and peacock feathers, of the aggregate value of R1,300, and a crew of 6 men.

Grounded on a sand bank and was upset and broken up at 3 P.M. of the 12th March opposite the shore between Malpole and Devta in the gulf of Cambay. The whole of the cargo was lost. The value of the vessel is estimated at R1,500. No life lost.

10. **Gauri.**—A British Indian muchwa, of Bankot, 9 tons register, official No. 4589, age nearly 20 years, bound from Dabhol to Harnai, in ballast with a crew of 6 men.

This vessel whilst crossing the bar of the Anjanvel creek, Bombay coast, met with a strong northerly wind. The Tindal tried to put back, but as the tide was running out strong, he was unable to do so. He therefore dropped anchor, but the cable giving way, the vessel drifted on to the bar and was wrecked at about 5 P.M. of the 16th March. The value of the vessel is estimated at R300. One life lost.

11. **Darya Dowlat.**—A British Indian padow, of Surat, 49 tons register, official No. 3555, age 29 years, bound from Bhavnagar to Bombay, with a cargo of yellow clay valued at R57,-8, and a crew of 9 men.

Encountered a strong northerly breeze at 4 A.M. of the 17th March, when about 4 miles from Satpati bandar near Dahanu, Bombay coast. The mast being broken, she became unmanageable, was driven on the rocks and was totally wrecked. The whole of the cargo was lost. The value of the vessel is estimated at R300. No life lost.

12. Muhamudi Salamati.—A British Indian manji, of Tellicherry, 20 tons register, no official number, age 18 years, bound from Kundapur to Kallai, with a cargo of loose paddy, valued at R726, one male passenger, and a crew of 7 men.

This vessel while at anchor opposite Chittari, 3 miles south of Beyku, Bombay coast, experienced strong winds which caused her anchor cable to part, she drifted ashore, and broke into pieces at 4 P.M. of the 18th March. The whole of the cargo was lost. The value of the vessel is estimated at R400. No life lost.

13. Labsavai.—A British Indian padow, of Ratnagiri, 37 tons register, official No. 12181, age 29 years, not classed, bound from Bombay to Cochin and Calicut, with a crew of 8 men; no cargo.

Stranded at Padiangadi, four miles off Calicut, on the Malabar coast at midnight of the 21st March. The accident is attributed to the anchor rope having parted owing to a heavy swell, which drove the vessel ashore and broke her to pieces. The value of the vessel is estimated at R850. No life lost.

April.

14. Mariammal.—A British Indian dhony, of Pamban, registered tonnage, official number and age not given, was at Kalutara, with a cargo of cattle bone manure, value not stated, and a crew of 8 men.

This vessel when attempting to cross the bar at the mouth of the Kalugunga river, at Kalutara, Ceylon coast, ran on a sandbank and went to pieces at 5 P.M. of the 7th April. The value of the vessel is not stated. The cargo was partly salved. No life lost.

15. Rampersad.—A British Indian padow, of Bulsar, 15 tons register, official No. 1653, age 34 years, classed as a country craft, bound from Anjar to Bulsar, with a cargo of salted fish, valued at R600, and a crew of 8 men.

Sprung a leak during bad weather and sank at 8 A.M. of the 10th April, when about 15 miles from the Anjar seashore, gulf of Cutch. The whole of the cargo was lost. The value of the vessel is estimated at R1,800. No life lost.

16. Moulmein.—A British Indian wooden brig, of Chittagong, 155 tons register, official No. 4, age 8 years, bound from Akyab to Jaffna, with a cargo of paddy, and a crew of 17 men.

Stranded at midnight of the 10th April, within sight of the beacon at Mulatiru, on the Ceylon coast, and was totally lost. The accident is attributed partly to the unseaworthiness of the vessel, and to the incompetence of the Tindal who by lightening the vessel or by pumping might have saved her. The value of the vessel is estimated at R7,000. The cargo lost is valued at as R11,500. No life lost. The vessel was insured for R10,000.

17. **Barkati.**—A British Indian muchwa, of Ratnagiri, 26 tons register, official No. 5697, age 30 years, classed as a country craft, bound from Mora to Calicut, with a cargo of salt, valued at R3,672, and a crew of 7 men.

Encountered a storm and heavy seas whilst anchored near the port of Ratnagiri, Bombay coast. She sank with all her cargo and was totally wrecked at 11 P.M. of the 21st April. The value of the vessel is not stated. No life lost.

18. **Kaderi.**—A British Indian vessel, of Ratnagiri, 4 tons register, official No. 10270, age 51 years, classed as a country craft, bound from Mandad to Ratnagiri, with a cargo of paddy and wari, valued at R239-8, and a crew of 4 men.

Encountered a storm whilst anchored at bandar Harnai, Bombay coast, the cable having parted, the vessel was driven ashore and dashed to pieces at 9 P.M. of the 21st April. The whole of the cargo was lost. The value of the vessel is not stated. No life lost.

19. **Machimar Sulemani.**—A British Indian muchwa, of Viziadurg, 9 tons register, official No. 5066, age not known, classed as a country craft, bound from Viziadurg to Bandora, with a cargo of firewood, valued at R21, and a crew of 7 men.

Encountered a storm at 3 A.M. of the 21st April whilst anchored in the port of Harnai, Bombay coast. The cable having parted, the vessel was driven ashore and wrecked. The value of the vessel is not reported. No loss of cargo. No life lost.

20. **Darya Bahadur.**—A British Indian muchwa, of Ratnagiri, 17 tons register, official No. 9795, age 31 years, classed as a country craft, bound from Mora to Calicut, with a cargo of salt, valued at R3,456, and a crew of 8 men.

This vessel whilst anchored near the Ratnagiri fort, Bombay coast, encountered a storm and high seas and sank at 3 P.M. of the 21st April with all her cargo. The value of the vessel is not stated. No life lost.

21. **Gurguli.**—A British Indian muchwa, of Ratnagiri, 26 tons register, official No. 9443, age 59 years, classed as a country craft, bound from Trombay to Cannanore, with a cargo of salt, valued at R3,456, and a crew of 7 men.

This vessel whilst anchored near the fort of Ratnagiri encountered a storm and high seas, and being unable to resist the force of the same she sank and was totally wrecked at 6 P.M. of the 21st April. The whole of the cargo was lost. The value of the vessel is not stated. No life lost.

22. **Fatemari Chandani.**—A British Indian vessel, of Bankot, 16 tons register, official No. 4599, age 34 years, classed as a country craft, bound from Dabhol to Bombay, with a cargo of turmeric, coarse sugar, etc., valued at R2,874, and a crew of 7 men.

Encountered a storm at 4.P.M. of the 21st April, when the vessel was about 300 yards from the Harnai Custom House, Bombay coast, and having parted her anchor she was driven ashore and wrecked. The value of the vessel is not stated. The amount of cargo lost is estimated R2,557. Cargo damaged is valued at R214-8. No life lost.

23. **Barkati.**—A British Indian muchwa, of Bankot, 9 tons register, official No. 4291, age not known, classed as a country craft, bound from Bombay to Harnai, with a crew of 5 men ; no cargo.

This vessel whilst anchored off Harnai Custom House, Bombay coast, encountered a violent storm ; the cable having parted the vessel was driven ashore and wrecked at 4·30 A.M. of the 21st April. The value of the vessel is not stated. No life lost.

24. **Parvati.**—A British Indian muchwa, of Bankot, 31 tons register, official No. 4777, age 34 years, classed as a country craft, bound from Dabhol to Harnai, with a crew of 9 men ; no cargo.

Encountered a violent storm at 3 A.M. of the 21st April whilst the vessel was at anchor opposite the Harnai Custom House, Bombay coast, and as the cable parted she was driven ashore and wrecked. The value of the vessel is not stated. No life lost.

25. **Fathel Ker.**—A British Indian ganja, of Cochin, 101 tons register, official No. 1, age not known, bound from Bombay to Cochin, with a cargo of cloth, grain, etc., value not stated. Number of crew not stated.

This vessel was proceeding on her voyage to Cochin, and when off Alibag on the Bombay coast, a sudden gust of wind capsized her at midnight of the 22nd April, and she sank with all her cargo. The crew were rescued by another boat and brought to Bombay. The value of the vessel is not stated.

26. **Tawakali.**—A British Indian vessel, of Ratnagiri, 75 tons register, official No. 10618, age not known, classed as a country craft, bound from Karanja to Ponani, with a cargo of salt, valued at R9,720, and a crew of 13 men.

Encountered a severe storm off Rajpuri, in the Janjira State, Bombay coast, at 4 A.M. of the 22nd April, and foundered with all her cargo. The value of the vessel is not known. No life lost.

27. **Jamnaprasad.**—A British Indian padow, of Surat, 58 tons register, official No. 3826, age not given, bound from Bombay to Bhavnagar, with a cargo of timber, value not stated. Number of crew not given.

Encountered severe weather when off Alibag, Bombay coast, at midnight of the 22nd April, and being unable to resist the force of the storm she sank with all her cargo. The value of the vessel is not reported. No life lost.

28. **Ruparel.**—A British Indian vessel, of Bombay, 41 tons register, official No. 1552, age not known, classed as a country craft, bound from Beypore to Calicut and Bombay, with a cargo of bamboo blinds, logs of blackwood, and jungle wood, valued at R635, and a crew of 11 men.

Encountered a storm near Harnai, Bombay coast, and being unable to proceed, she tried to put into Bankot creek; but while crossing the bar, stranded and broke up at 4 A.M. of the 22nd April. The amount of cargo lost is estimated at R320. No life lost. The value of the vessel is not stated.

29. **Kadria.**—A British Indian Kotia, of Keti, registered tonnage, official number and age of vessel not known, bound from Keti to Cochin, with a cargo of paddy, value not stated, and a crew of 7 men.

This vessel was proceeding from Keti near Kurrachee to Cochin, but met with heavy weather on the night of the 22nd April; and having sprung a leak foundered the next day off Janjira, Bombay coast. The crew were saved

having been found amongst the wreckage ten hours afterwards. The whole of the cargo was lost. The value of the vessel is not stated.

30. **Futtel Kar.**—A native craft, of Jaffrabad, 63 tons register, official number, age, and class not given, bound from Bombay to Cochin, with a cargo of empty casks and iron, value not stated. Number of crew not reported.

This vessel had proceeded on her voyage to Cochin, and when off Alibag, on the Bombay coast, a sudden gust of wind overtook her and she sank at midnight of the 22nd April. Some of the crew were in the water supported by pieces of plank for nearly 13 hours, when a boat rescued them and brought them to Bombay. Two lives are reported to have been lost. The whole of the cargo was lost. The value of the vessel is not reported.

MAY.

31. **Blue Bell.**—A British Indian cutter, of Bombay, registered tonnage and official number not given, age 9 years, bound from Bombay to Kennery island, with provisions, furniture, etc.; valued at ₹287, and a crew of 7 men.

Stranded on the rocks at the south-west corner of Kennery island, Bombay coast, at 9·30 P.M. of the 4th May and became a total wreck. The casualty is attributed to an error of judgment on the part of the Tindal in attempting to make the landing place on a dark night with a light wind and an ebb tide. The whole of the cargo was lost. No life lost. The value of the vessel is estimated at ₹6,930.

32. **Hariprasad.**—A Native craft, of Gogo, 10 tons register, official No. 306, age not known, bound from Kavi to Bhavnagar, with a cargo of firewood, valued at ₹25, one passenger, and a crew of 4 men.

Stranded at 5 P.M. of the 9th May, near Nova Bet, opposite Dholera, in the gulf of Cambay, owing to strong winds which drove her ashore and broke her up. The value of the vessel is estimated at ₹60. Cargo to the amount of ₹20 was lost. No life lost.

33. **Darya Daulat.**—A British Indian padow, of Bombay, 19 tons register, official No. 1171, age not known, bound from Bombay to Ratnagiri in ballast, and a crew of 6 men.

Encountered a gale at 2 A.M. of the 20th May, and having had her mainmast broken, she capsized, drifted ashore and was totally wrecked 5 miles seaward of the bar of Bankot creek, Bombay coast. The value of damage to the vessel is not reported. No life lost.

34. **Laxmi.**—A British Indian mahagiri, of Thana, 23 tons register, official No. 257, age not known, classed as a country craft, bound from Bombay to Newra, in ballast, and a crew of 8 men.

This vessel in attempting to leave Newra creek in a gale, to find a safer anchorage, had her sail ripped up, and she was driven ashore near Waroda bandar, in the Ratnagiri taluka, Bombay coast, and was wrecked at 10 A.M. of the 22nd May. The value of the vessel is not stated. No life lost.

35. **Harsingar.**—A Native craft, of Mandvi, 22 tons register, official No. 1504C., age 13 years, classed as a coasting craft, bound from Keti to Mandvi, with a cargo of red rice, bajri, and leaf punkahs, aggregate value not stated, and a crew of 5 men.

Encountered bad weather near the Kahar mouth of the Indus river, Sind coast, where she stranded and broke up at 8 A.M. of the 22nd May. The cargo lost is valued at ₹1,030. No life lost. The value of the vessel is not known.

36. **Fatteh Khair.**—A British Indian vessel, of Mandvi, 40 tons register, official No. 2487, age 6 years, classed as a coasting craft, bound from Keti to Mandvi, with a cargo of red rice, bajri, and leaf punkahs, value not stated, and a crew of 7 men.

Stranded at the Kahar mouth of the Indus river, Sind coast, at 8 A.M. of the 22nd May, owing to bad weather, and became a total wreck. The whole of the cargo was lost. No life lost. The value of the vessel is not stated.

37. **Ramprasad.**—A Native craft, of Bhavnagar, 17 tons register, official No. 515, age 29 years, bound from Surat to Cambay, with a cargo of chunam, valued at ₹700, and vinegar, valued at ₹4, and a crew of 5 men.

Encountered strong winds and tide near Nova Bet, opposite Dholera in the gulf of Cambay, and was driven ashore and wrecked at 4 P.M. of the 27th May. The value of the vessel is estimated at ₹ 300. A portion of the cargo was lost, and some damaged. No life lost.

38. **Fatte Mubarak.**—A British Indian padow, of Bombay, 25 tons register, official No. 2395, age 42 years, bound from Bombay to Ratnagiri, in ballast, with a crew of 7 men.

Encountered a gale at 3 A.M. of the 28th May, off Guhagar, on the Bombay coast, and lost her main mast and sails. The vessel then parted her anchor, filled with water and was driven ashore, and wrecked. The value of the vessel is not stated. No life lost.

39. **Fatemari Bhawani.**—A British Indian vessel, of Ratnagiri, 22 tons register, official No. 11907, age 64 years, classed as a country craft, bound from Bombay to Jaygad, with 400 cases of kerosine oil, valued at ₹1,200, and a crew of 6 men.

Encountered a gale at midnight of the 29th May, while at anchor opposite Harnai Custom House, Bombay coast; and parting from her cable, she was driven ashore and dashed to pieces. A portion of the cargo, valued at ₹53, was lost. No life lost. The value of the vessel is not reported.

JUNE.

40. **Fathay Salam.**—A British Indian pattimar, of Bombay, 82 tons register, official number not given, age 40 years, bound from Alleppy to Bombay, with a crew of 17 men; no cargo.

This vessel was proceeding on her voyage, but put into Cochin harbour, on the Malabar coast, on account of monsoon weather. The Cochin bar was crossed safely with a moderate fair wind from south-west but against a strong ebb tide. On nearing the entrance to the harbour, the wind veered to south-east, and with an ebb tide made a dangerous lee shore of the shoals. Two anchors were let go, the vessel dragged on to the shoals at 3 P.M. of the 4th June, and was wrecked on the north spit of the harbour. The value of the vessel is estimated at ₹6,000. No life lost. The accident is attributed to change of wind when in a dangerous and narrow channel.

41. **Amboina.**—A British screw steamer, of Penang, 428 tons register, official No. 89147, age 25 years, bound from Rangoon to Mergui, Renowng, and Penang, with a cargo of rice, bran, peas, prawn dust, fisherman's edible birds' nests and mother-o-pearl shells, valued at R10,071, 21 passengers, and a crew of 79 men.

This vessel left Mergui at 11-30 A.M. of the 13th June for Penang and the coast ports. The weather was squally and attended with rain. She passed Christmas island at 3-50 P.M. The course set was S. ½ E. This course was continued until 4-30 P.M. when it was altered to south by west. This course was continued for five minutes when it was again altered to S. ½ E. It was altered so as to pass West Passage island on the east side. At 4-55 P.M. the vessel struck on a reef. The wells were sounded and it was found that there were two feet of water in the forehold. The Master then made for Bentinck island and ran the ship aground there. At the time of grounding there were five feet of water in the forehold and two feet in the engine room. The vessel sunk aft in 4½ fathoms of water. The value of the vessel is not known. No loss of cargo; but a portion of it was damaged. No life lost; the passengers and crew being saved by the steamer *Margarita*.

A Court of Inquiry held under section 7 of the Indian Merchant Shipping Act V of 1883 to investigate the cause of the wreck of the S. S. "*Amboina*" on the 13th June 1899, off Bentinck island, in the Mergui archpelago, were of opinion that the Master was guilty of careless and negligent navigation and thereby caused the loss of this vessel. They accordingly recommended that the Master's certificate be suspended for one year.

The Master was also tried under section 13 of Act I of 1859, for having taken charge of a vessel without a proper certificate. The Court were of opinion that the Master had committed a technical offence, inasmuch as the certificate produced by him although granted in West Australia was not valid, and fined him R5.

JULY.

There were no wrecks reported in this month.

AUGUST.

42. **Resolute.**—A British iron twin screw steamer, of Calcutta, 254 tons register, official No. 86332, age 16 years, bound from Calcutta on Survey work in the Hooghly river, with a crew of 63 men; no cargo.

This vessel left Calcutta at about 7 30 A.M. of the 14th August and proceeded down to Diamond Harbour and arrived there at 11-50 A.M., and hove to there in order to get the mails and put off a passenger. Having done so, she returned, and about 12-30 noon was proceeding down channel when she observed the British India steamer *Scindia* coming up the river in the opposite direction, about 1¾ miles away from the *Resolute*. The *Scindia* was about half a point off the port bow and nearly end on. Her masts were nearly on a line She was about a thousand feet from the Diamond Harbour side of the bank. The tide then was nearly half flood. The *Scindia* kept on her course,

and when the *Resolute* got about a mile off her, she blew a single blast on the siren and slightly ported the helm. The *Scindia* then starboarded a little. She was then about a point on the *Resolute* port bow bringing her about four points on the *Resolute's* port bow. On this the *Resolute* blew a second blast on the siren after a reasonable interval, and on this second blast the helm of the *Resolute* was ported about four points, the *Scindia* then being about half a mile off and being end on rather more than two points before the *Resolute's* port beam. Finding the *Scindia* still end on and not porting, the *Resolute* put her helm hard a port and reversed the starboard engine full speed. The effect of the manœuvre was to turn the *Resolute* round as sharp as possible on the port helm. The *Scindia* continued to come on her and struck her in the wake of the engine room skylight on the port side about midships and sank her. The collision resulted in the loss of 18 lives, *viz*., 4 Europeans, *i.e.*, the Captain, Chief Engineer, the 2nd and 3rd Officers, and 14 natives. The value of the *Resolute* is estimated at 3 lakhs of rupees.

A Court of Inquiry was held under section 7 of Act V of 1883, the Indian Merchant Shipping Act, as amended by Act VI of 1891, to investigate into the cause of the collision between the steamers *Scindia* and *Resolute*. They considered the evidence both oral and documentary, of a most contradictory character; but taking all the circumstances of the case into consideration, the Court came to the conclusion that the collision was due to the want of skill and care on the part of the Pilot of the *Scindia*. On these conclusions he was charged under section 2 of Act XII of 1859, as follows:—That he on the 14th August 1899, between the hours of 12 and 12-45 noon or thereabouts, at Diamond Harbour Reach, being in pilotage charge of the S. S. *Scindia*, did through unskilfulness, negligence, and other default allow the said steamer *Scindia* to cause injury by collision to the S. S. *Resolute*, resulting in the loss of the said S.S. *Resolute*, and that he had thereby committed offences under clauses I and II of the schedule of offences framed by the Lieutenant-Governor of Bengal under section XVII of Act XII of 1859. The following specific items of the charges framed against the Pilot were also drawn up for his information. I. Unskilfulness and negligence or other default in that he did not have due regard to that part of Rule I at page 31 of the Code of Regulations for the Bengal Pilot Service that runs thus:—"Every steam vessel in charge of a Pilot shall be navigated with care and caution at a speed and in a manner which shall not endanger the safety of other vessels." II. Unskilfulness and negligence or other default. in that he did not have due regard to that part of Article 16 of the Regulations for the prevention of collisions which runs thus:—"Risk of collision can, when circumstances permit, be ascertained by carefully watching the compass bearing of an approaching vessel. If the bearing does not appreciably change, such risk should be deemed to exist." III. Unskilfulness and negligence or other default in that he infringed Article 18 of the Regulations in that he starboarded the helm of the S. S. *Scindia* and continued to starboard the helm when he observed the S. S. *Resolute* coming down channel end on or nearly end on. IV. Unskilfulness and negligence or other default in that he infringed Article 19 of the Regulations by not keeping out of the way of the S. S. *Resolute*, which vessel was on his own starboard side. V. Unskilfulness and negligence or other default in that he infringed Article 22 of the Regulations in attempting to cross ahead of the S. S. *Resolute*. VI. Unskilfulness and negligence or other default in that he infringed Article 23 of the Regulations

by not slackening speed, stopping or reversing in seasonable time, he being in charge of the giving-way vessel, the S. S. *Resolute* being on his own starboard side. VII. Unskilfulness and negligence or other default in that he infringed Article 25 of the Regulations by not keeping to that side of the fairway which was on his own starboard side. VIII. Unskilfulness and negligence or other default in that he did not take any steps to make known his intentions to the Commander of the S. S. *Resolute* regarding his intended course under Article 28 of the Regulations. IX. Unskilfulness and negligence or other default in that he infringed Article 29 of the Regulations, in that he did not take any precautionary measures in seasonable time to avoid a collision. The case was tried by a Judge and a jury composed of four members. The Judge having first ordered that the words "*and other default*" in the charge should be struck out proceeded to take evidence, and having summed up the heads of the charge to the jury left it to them to say whether on the evidence placed before them, the Prosecution had not established that it was through the unskilfulness and negligence of the Pilot of the *Scindia* that the collision had occurred. If they found that it was established, it would be their duty to bring in a verdict of guilty. If they had any reasonable doubt, they would give him the benefit of that doubt. The jury returned a unanimous verdict of "*not guilty*." The Pilot was accordingly acquitted and discharged.

SEPTEMBER.

43. **Dattaprasad.**—A British Indian pattimar, of Malwan, 62 tons register, official No. 3360, age 14 years, bound from Malwan to Calicut and Bombay with a cargo of ragi, mutt, jowar, and cocoanut, valued at ₹7,745-8, and a crew of 14 men.

This vessel left Calicut in the forenoon of the 17th September, but owing to heavy sea she returned and anchored off the Calicut light-house and her cables having parted, she fell into a trough of the sea, filled with water, capsized, and foundered in two fathoms of water at 9 P.M. of the same day. The value of the vessel is estimated at ₹4,000. The whole of the cargo was lost. No life lost.

44. **Ruparel.**—A British Indian padow, of Bulsar, 12 tons register, official No. 1703, age not known, classed as a country craft, bound from Gogo to Bombay, with 38 passengers, and a crew of 3 men ; no cargo.

This vessel left Gogo on the night of the 20th September. On her way to Bombay she sprang a leak and was beached ; and being old she broke up at 8 P.M. of the 21st idem on a sandbank, one mile off the Tapti light-house, in the gulf of Cambay, and was abandoned. The value of the vessel is estimated at ₹300. No life lost.

OCTOBER.

45. **Shiravati.**—A British screw steamer, of Bombay, 77 tons register, official No. 89942, age 15 years, bound for Goa and coast ports, with Government treasure to the amount of 3 lakhs and 3 bags of mails, 406 passengers, and a crew of 32 men; no cargo.

This vessel left Bombay at 0-15 P.M. on the 2nd October. She passed Ratnagiri at 2 A.M. of the 3rd and the Master set the course to south-south-west giving the Chief Officer orders to keep on that course for half an hour and then alter it to S. ½ E. and to call him when he was nearing Jaitapur light, or if there was any danger, or if it became foggy or hazy. The Master then went to his cabin beneath the bridge, leaving the Chief Officer in charge. On leaving Ratnagiri, the sea was calm and the weather clear with a cloudy sky. About ¾ of an hour later the weather became foggy and by reason of this the Chief Officer could not see more than one-half or three-fourths of the ship's length ahead. He, however, feeling certain that he was on his course kept on at the same speed and only sent to call the Master just at the moment when the ship struck on a point to the north-west of the Rajapur (Jaitapur) light-house and at a distance of some 200 feet from it and became a total wreck. At the moment before striking the Chief Officer gave the order to stop the engines; but the striking and the order to stop appear to have been almost simultaneous. The Master, who was aroused by the shock, at once went on to the bridge and took over charge of the ship; he found the telegraph at full speed astern, but the engines failed to have any effect upon the ship; and after 3 or 4 minutes they were stopped and moved ahead. On soundings being taken two fathoms were found forward, one fathom amidships and 3 fathoms aft. The ship at the time was drawing 8 feet 6 inches forward and 9 feet aft. On the wells being sounded, the ship was found to be making water, which the donkey engine was unable to keep under. The Captain therefore ordered the boats to be got out and he and his officers and crew appear to have done all that they could do to pacify and rescue the passengers. The assistance of a number of fishing boats was summoned by blasts on the whistle and about two hours after the ship struck the passengers were taken off. There is no positive evidence that any of the passengers lost his or her life in consequence of the casualty; but one corpse was found shortly after the wreck occurred, and it seems probable that the corpse was that of one of the passengers, though there is no evidence whatever to show how he got into the water and when. The value of the vessel is estimated at R2,00,000.

A Court of Inquiry was held under section 13 of Act V of 1883 to investigate into the circumstances attending the wreck of the S. S. *Shiravati* on a rock off the Rajapur light-house on the 3rd October 1899; and the following charges were framed against the Chief Officer:—1st, That he being in charge of the S. S. *Shiravati* on the 3rd day of October 1899, while on a voyage between Ratnagiri and Jaitapur, did neglect to obey the Captain's orders to call him in the event of the weather becoming foggy or in case of danger, and that he thereby contributed to the loss of the said vessel. 2nd, That he being in charge of the S. S. *Shiravati* did cause the loss of the said vessel by his wrongful default in continuing to maintain a high rate of speed after the weather had become thick and foggy, and by his wrongful neglect to make use of the lead. The Court were of opinion that the navigation of the S. S. *Shiravati* by the Chief Officer was reckless and that the loss of the vessel was entirely due to his disregard of the most elementary rules of navigation. Under these circumstances the Court considered that the Chief Officer's Certificate should be dealt with. In view, however, of his exertions in saving life and property after the casualty had occurred, and also of the fact that he appears hitherto to have been careful and diligent in the performance of

his duties, the Court considered it would be sufficient to suspend his certificate for twelve months. The Court observed that there was no log kept by the Officers on board the S. S. *Shiravati* and suggested that some log or record of each voyage be kept either in English or in the vernacular and be authenticated at the end of the voyage by the signature of the Master. With reference to this the Bombay Government stated that they had under their consideration the question regarding the logs to be kept by coasting vessels; and it was decided to defer taking further action as regards the official log of coasting steamers till the new Indian Merchant Shipping Bill became law. The keeping of a deck and engine room log is not compulsory under either the English or the Indian law. At the same time the Government were of opinion that it is very desirable that a log or record should be kept on board the steamers, and requested that the attention of the owners of this vessel should be invited to the suggestion made by the Court.

46. Mohideen Hydross.—A British Indian coasting vessel, of Pamban, 55 tons register, official number not given, age 34 years, bound from Pamban to Negapatam, with a cargo of firewood, and a crew of 9 men.

Stranded on the north coast of Ceylon, four miles west of point Pedro, at 10 P.M. of the 24th October and was totally lost with all her cargo. The value of the vessel is R1,000. The value of the cargo lost is estimated at R500. No life lost.

47. Yeshwanty.—A British Indian vessel, of Ratnagiri, 6 tons register, official No. 9644, age 30 years, bound from Ratnagiri to Honavar, for fishing purposes, with a crew of 7 men; no cargo.

Encountered high winds whilst out at sea, and in endeavouring to reach her destination during the storm she stranded at the mouth of the Honavar creek, Bombay coast, in shallow water, at 5 P.M. of the 26th October and was entirely broken up. The value of the vessel is estimated at R283. No life lost.

48. Laxmi.—A British Indian muchwa, of Ratnagiri, 10 tons registrer, official No. 9840, age 19 years, bound from Bombay to Ratnagiri, with a cargo of Rangoon rice, valued at R1,200, three passengers, and a crew of 6 men.

Stranded at the entrance of Rajewda creek, Bombay coast, at 5 P.M. of the 29th October and was broken to pieces. The value of the vessel is not stated. The cargo lost is valued at R308; and that damaged at R557-8. No life lost.

NOVEMBER.

49. Kaderi.—A British Indian muchwa, of Bankot, 6 tons register, official No. 3799, age 35 years, bound from Bombay to Bankot, with a cargo of rice, dates, and betel-nuts, valued at R800, 10 passengers, and a crew of 6 men.

Encountered a heavy squall on the voyage between Bombay and Bankot, when about a mile to the west of Alibag, at 10 P.M. of the 8th November, and having struck on a rock was wrecked. The whole of the cargo was lost. No life lost; five of the crew having been rescued by the Alibag life-boat and one taken off by a muchwa.

50. **Ghellani.**—A British Indian vessel, of Kurrachee, 17 tons register, official No. 537, age 3 years, classed as a coasting craft, bound from Kurrachee to Sirganda, with a general cargo, valued at R2,760, and a crew of 4 men.

Foundered off the Mull mouth of the Indus river, Sind coast, on the 13th November. The vessel is reported to have been scuttled by the Tindal, a hole having been cut below the water-line. The value of the vessel is unknown. The cargo was sold. No life lost.

DECEMBER.

51. **Athiathul Rahim.**—A British Indian manji, of Calicut, 20 tons register, official No. 4 of 1899, age 17 years, classed as a native craft, bound from Beypore to Ponani and Quilon, with a cargo of unmanufactured tobacco, valued at R3,360, one passenger, and a crew of 7 men.

Stranded on the bank at Wadanapulli, near the Chetwayi river bar, Malabar coast, at 2 A.M. of the 9th December. The accident is attributed to careless steering, the flood tide having set the vessel too close to the bar, the rudder became unshipped by bumping, and as the vessel had good way on she ran up in the wind heading straight for the shore and capsized in the surf. The vessel was totally lost with 32 bundles of the cargo, valued at R384, and a portion to the amount of R1,000 was damaged. No life lost.

52. **Muchno Macheri.**—A British Indian vessel, of Bhavnagar, 7 tons register, official No. 337, age not known, classed as a country craft, bound from Gogo to Gogo Batha, with a cargo of tamarind leaves, valued at R4, 7 passengers, and a crew of 3 men.

Stranded near Sakarkhadi at Gogo, in the gulf of Cambay, at 7 A.M. of the 10th December and broke up. The value of the vessel is estimated at R30. The whole of the cargo was lost. No life lost.

53. **Muchno Macheri.**—A British Indian vessel, of Gogo, 4 tons register, official No. 275, age 30 years, classed as a country craft, was bound from Gogo to Gogo Batha, in ballast, 8 passengers, and a crew of 3 men.

Stranded near the Bhavnagar light-house, gulf of Cambay, at 7 A.M. of the 10th December. The vessel went ashore in a storm and broke up. The value of the vessel is estimated at R30. No life lost.

54. **Rahmani.**—A British Indian dinghy, of Kurrachee, registered tonnage, official number and age not known, bound from Kurrachee to Kais and Busrah, with a cargo of charcoal, value not known, and a crew of 15 men.

This vessel was caught in a south-west gale at noon of the 19th December near Kharig island, above Bushire, in the Persian gulf. Both the anchors were dropped to save her from running aground, but in spite of all efforts she was driven on to the rocks and sprung a leak. She was abondoned by the Master, who afterwards learnt that the whole of the cargo, with the ship's gear and provisions, was lost; value not known. No life lost. The Master of the vessel left Bushire before full particulars could be obtained from him.

TABULAR STATEMENT OF THE CASUALTIES

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

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Number.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.	Cargo and its total value.	Date of casualty.
1	*Kilwa*	British screw steamer	993	In Bombay harbour		General, value not stated.	Jan. 5th
2	*Lawada*	Do. do.	2,124	Bombay	Mauritius and Seychelles.	Do. do.	Do. 7th
3	*Bamberg*	Do. do.	2,639	In Colombo harbour		Hemp, etc., value not reported.	Do. do.
4	*Labhasavai*	British Indian padow	31	Bilimora	Bombay and Porbander.	Loose coals, valued at R245.	Do. 9th
5	*Dunfermline*	British four masted barque	2,773	New York	Shanghai and Dundee.	Jute, valued at £420	Do. do.
6	*Cowrie*	Do. three masted screw steamer	3,155	At Aden	...	Not reported	Do. 11th
7	*Ruparel*	Native craft	3	Navibander	Bhavnagar and Porbander.	Cotton seeds and sugar-candy, valued at R1,679.	Do. 12th
8	*Lakhima*	British cargo flat	400	Naraingunge	Calcutta	Jute, valued at R56,000	Do. 13th
9	*India*	Do. screw steamer	2,590	At Bombay		No cargo	Do. 14th
10	*Woodcock*	Do. do.	59	Aden	Zeila	Not reported	Do. do.
11	*Mount Hebron*	Do. do.	1,668	Calcutta	Singapore	Coal, value not reported	Do. 20th
12	*Haiching*	Do. do.	1,267	Greenock	Port Said and Hong-Kong.	Do. do.	Do. do.
13	*Rangoon*	British screw steamer	215	Rangoon	Moulmein	General, value not stated.	Do. 28th
14	*Salamat Pasa*	Native craft	49	Bombay	Porbander	Cotton seeds, value not reported.	Feb. 2nd
15	*Elphinstone*	British screw steamer	1,136	At Aden		Not reported	Do. 3rd
16	*Shahzada*	Do. do.	1,046	Calcutta	Rangoon and Chittagong.	General, value not reported.	Do. 4th
17	*Corby Castle*	Do. do.	2,207	At Perim		Not reported	Do. 5th
18	*Tasmania*	Norwegian barque	694	Moulmein	Azores	Teak timber, value not reported	Do. 8th
19	*Rhine*	British iron ship	1,690	Liverpool vid Demerara and Cape Town.	Jamaica	Rice, valued at R1,43,350	Do. 10th
20	*Baliao Darya Manj*	British Indian vessel	94	Bombay	Karanja	Gunny bags, piece-goods country oil, valued at R10,628.	Do. do.
21	*Golconda*	British screw steamer	3,761	London	Calcutta	General, value not reported.	Do. 15th
22	*Mermaid*	British steel dredger	...	In Aden harbour		Not reported	Do. do.
23	*Afghan*	British screw steamer	2,439	Bombay	Rangoon	In ballast	Do. 16th
24	*Maharani*	Do. do.	1,047	Calcutta	Moulmein	Teak wood scantling, value not stated.	Do. do.
25	*Fate Kher*	British Indian dinghy	40	Kurrachee	Bombay	Cotton seed, ured and muj, valued at R1,100.	Do. 18th
26	*Candleshoe*	British screw steamer	2,466	In Aden harbour		Not reported	Do. do.
27	*Ellerie*	Do. do.	2,322	At Colombo	...	Not reported	Do. 23rd
28	*Nankin*	Do. do.	2,557	London	Calcutta	General, value not reported.	Do. 26th
29	*Parvati Prasad*	British Indian padow	26	Breach	Uran	Moura flowers, valued at R1,304.	March 9th
30	*Candleshoe*	British screw steamer	2,466	Aden	Suez canal	Not reported	Do. 11th
31	*Asia*	Do. do.	2,337	Calcutta	London	General, value not reported.	Do. 15th
32	*Banam Alimadat*	British Indian vessel	7	Manori	Bassein	Chunam, valued at R50	Do. do.
33	*Colaba*	British screw steamer	108	Bombay	Cochin and Rangoon.	General, value not stated	Do. 19th
34	*Laxmiprasad*	British Indian padow	26	Navsari	Jalalpore and Mahim.	Babul bark, valued at R349-8.	Do. 26th
35	*Hermod*	Norwegian screw steamer	830	Bombay	Rangoon	Stone ballast	Do. 28th
36	*Lincluden*	British screw steamer	2,746	In Rangoon harbour		Rice, valued at R2,36,053.	Do. do.
37	*Afrikander*	Do. do.	1,793	At Moulmein		Not reported	Do. 29th
38	*Mirzapore*	British screw steamer	2,168	Chittagong	Jeddah	No cargo	Do. 30th

Waters during the year 1899.

Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	Number of lives lost or saved.
Victoria Dock, Bombay harbour	Bombay coast	Collision with the dock wall steps.—Tides and currents	None lost	None lost.
Princess Dock, Bombay harbour	Do. do.	Fire.—Sponta neous combustion	Do.	Do.
Colombo harbour	Ceylon do.	Do.—Unknown	Partially lost and partly damaged.	Do.
Near Diu	Kathiawar do.	Loss of cargo.—Heavy weather	Partially lost	Do.
At anchor in the Kharnafully river	Chittagong do.	Fire.—Unknown	Partly damaged	Do.
In the vicinity of Aden	Gulf of Aden	Damage to engine.—Unknown	Not reported	Not reported.
Between Gogha and Bhavnagar	Kathiawar coast	Grounding.—Tides and currents	Partially lost	None lost.
At Hooghly point	Hooghly river	Do. do.	Partially lost and partly damaged.	Do.
At Mazagon, Bombay harbour	Bombay coast	Fire.—Accidental	.....	Do.
Channel reef at Zeila, Somaila coast	Gulf of Aden	Grounding.—Unknown	.....	Do.
On the Murpur sand	Hooghly river	Do. Error of the Pilot	None lost	Do.
Lat. 21° 40° N. Long. 54° 23° E.	Gulf of Aden	Damage to engine.—Defective machinery	Do.	Do.
Maingay street wooden pontoon, Moulmein harbour.	Burma coast	Collision with a wooden pontoon.—Error of the Pilot.	Do.	Do.
On a rock near Ordar	Kathiawar coast	Stranding.—Tides and current	Partially damaged	Do.
Aden harbour	Gulf of Aden	Damage to engine.—Unknown	Not reported	Do.
Chittagong Pilot Station	Chittagong coast	Grounding.—Heavy weather	None lost	Do.
In Perim harbour	Gulf of Aden	Damage to engine.—Unknown	Not reported	Do.
Salween river, Moulmein harbour	Burma coast	Stranding.—Error of the Pilot	None lost	Do.
Whilst in moorings at Garden Reach	Hooghly river	Fire.—Unknown	Partly damaged	Do.
In the port of Karanja	Bombay coast	Sprung a leak.—Accidental	None lost	Do.
Aden harbour	Gulf of Aden	Collision with the dredger *Mermaid*.—Accidental.	Do. do.	Do.
Do. do.	Do. do.	Do. with the *Golconda*.—Do.	Not reported	Do.
Off. Botatoung, Rangoon river	Burma coast	Do. with the *Maharani*.—Error of the Master.	...	Do.
Do. do.	Do. do.	Do. with the Afghan.—Do.	None lost	Do.
At Sarat Bari	Gulf of Cambay	Damage to vessel.—Heavy weather	Partially lost, valued at R275.	Do.
Do. do.	Do. do.	Damage to engine.—Unknown	Not reported	Do.
Colombo harbour	Ceylon coast	Damage to engine.—Unknown	Do. do.	Do.
At Nurpur point	Hooghly river	Loss of anchor and chain.—Defeective steering gear.	None lost	Do.
Off the Malak Dandi, opposite the Hajin light	Gulf of Cambay	Sprung a leak.—Heavy weather	All lost	Do.
Suez canal	Red sea	Collision with another vessel.—Unknown	Not reported	Do.
At Garden Reach	Hooghly river	Grounding.—Deterioration of the cha nne	None lost	Do.
Outside the bar of the Manori port near the Yerangel cliff.	Bombay coast	Foundering.—Heavy weather	All lost	Do.
At Crossing creek, Rangoon river	Burma do.	Grounding.—Error of the Pilot	None lost	Do.
At Jatalpore, on the Purna river	Bombay do.	Stranding—Tides and currents	Partially lost and partly damaged.	Do.
At the Lower Dalla buoy, Rangoon river	Burma do.	Collision witht he *Lincluden*.—Tides and currents.	None lost	Do.
Do. do.	Do. do.	Do. with the *Hermod*.—Tides and currents.	Do.	Do.
In the Moulmein river	Do. do.	Grounding.—Tides and currents	...	Do.
On the Ulysses shoal	Red sea	Do. do.	...	Do.

Number.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound	Cargo and its total value.	Date of casualty.
39	*Massilia*	British screw steamer	2,909	Calcutta	London	General, value not reported	April 7th
40	*Ruparel*	Native craft	22	Broach	Bhavnagar	Bamboos and bamboo matting, valued at R249-4.	Do. 9th
41	*Duke of Portland*	British screw steamer	2,481	At Perim		Not reported	Do. 10th
42	*Thurnscoe*	Do. do.	2,186	Hong-kong	Akyab and Port Said.	Rice, value not stated	Do. 11th
43	*Rydal Hall*	Do. do.	2,130	At Bombay		Not reported	Do. 15th
44	*Bala Tripura Sundury*	British Indian dhony	70	Cocanada	Negapatam	Grain and pulse, value not reported.	Do. 15th
45	*Pankido*	Native craft	29	Salaya	Kurrachee and Porbandar.	Bajri and rice, valued at R1,450.	Do. 16th
46	*Fame*	British composite brig	320	Employed as a pilot brig in the Hooghly river.		No cargo	Do. 17th
47	*Kirkhill*	British screw steamer	2,347	Bombay	Calcutta	In ballast	Do. do.
48	*Bhawani*	British Indian muchwa	9	Dhabol	Harnai	Do.	Do. 21st
49	*Ruparel*	Native craft	24	Harnai	Jaygad	Prawns, valued at R172	Do. do.
50	*Bhawaniprasad*	British Indian padow	35	Bombay	Calicut	Empty soda water bottles, wheat, pulse and flour, valued at R5,641.	Do. 22nd
51	*Mahadevprasad*	Native craft	69	Navibander	Calicut and Porbander.	Planks, bamboo slips and pieces of wood, valued at R1,000.	Do. 23rd
52	*Muttra*	British screw steamer	2,985	Calcutta	Mombassa	Not reported	Do. do.
53	*Rewa*	Do. do.	2,519	Calcutta	London	General and tea, value not reported.	Do. 27th
54	*Winnipeg*	Norwegian iron barque	951	At Rangoon		Not reported	Do. 28th
55	*Scarthoe*	British screw steamer	2,536	Calcutta	Hamburg	General, value not reported	May 1st
56	*Badamio*	Native craft	74	Zanzibar	Porbander	Wooden rafters, valued at R200.	Do. 4th
57	*Umla*	British screw steamer	3,451	At Colombo		Not reported	Do. 5th
58	*Baron Ardrossan*	Do. do.	1,825	At Perim		Do.	Do. do.
59	*I. L. Skolfield*	British wooden barque	1,385	Calcutta	Mauritius	General value not reported.	Do. 6th
60	*Ramprasad*	British Indian padow	46	Broach	Bhugwa and Bombay.	Wheat, etc., valued at R900.	Do. 7th
61	*Canton*	British screw steamer	1,110	At Colombo		Not reported	Do. 8th
62	*Gymric*	Do.	2,598	At Bombay		Do.	Do. 12th
63	*Zulu*	Do.	1,786	Natal	Galle and Bombay.	In ballast	Do. do.
64	*Knight Commander*	Do.	2,731	Calcutta	Singapore	Coal, value not reported	Do. do.
65	*Courland*	Do.	760	At Suakim		Not reported	Do. 13th
66	*Naranpasa*	Native craft	66	Porbander	Veraval	Chirat leaves and ghee, valued at R1,900.	Do. 14th
67	*Clan Macnab*	British screw steamer	244	Glasgow and Natal.	Colombo and London.	General, value not reported	Do. 19th
68	*Mahadevprasad ex Sakario*	Native craft	72	Porbander	Kurrachee	Hay and ghee, value not reported.	Do. 23rd
69	*Bhawani*	Do. do.	21	Kalyan	Bombay	Hay, valued at R120	Do. 24th
70	*Dastgiri*	British Indian batel	41	Bhavnagar	Matvad	Cotton wool, old bedding, castor oil, valued at R10,386.	Do. 25th
71	*Bhawani*	Do. muchwa	5	Nagothna	Karanja and Mora	Teakwood rafters and posts, valued at R60.	Do. 28th
72	*Homeric*	British screw steamer	1,633	Perim	Colombo	Not reported	Do. ditto
73	*Putton*	British Indian dinghy	"	Kurrachee	Nurpoor Sakra	Quick-lime	...
74	*Taunton*	British screw steamer	2,461	Calcutta	Hamburg	Jute, value not reported	Do. 29th
75	*Isla de Luzon*	Spanish iron brig	2,580	At Aden		Not reported	June 3rd
76	*Oldenburg*	German screw steamer	3,167	At Colombo		Ditto	Do. 5th
77	*Lakhamipata*	British Indian ganjo	94	Bombay	Porbander	Rice, cotton seeds, oil, tea, cutlery, iron ware valued at R6,125.	Do. do.
78	*Kilwa*	British screw steamer	994	Busra	Bushire and Bahrein.	General, value not reported.	Do. 6th
79	*Clan Grant*	Do. do.	2,071	Glasgow	Bombay and Calcutta.	No cargo	Do. 6th

Waters during the year 1899—continued.

Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof, when traceable.	Cargo lost or saved.	Number of lives lost or saved.
At Sangral Reach	Hooghly river	Collision with a country dhow.—Error of the Tindal.	None lost	None lost.
Near the village of Soova Vegni	Gulf of Cambay	Stranding.—Heavy weather	Do.	Do.
Perim harbour	Gulf of Aden	Damage to engine.—Unknown	...	Do.
On the north-east end of Minicoy	Indian ocean	Stranding.—Error of the Master	Partially lost	Do.
In the Suez canal	Red sea	Grounding.—Unknown	Not reported	Do.
On the northern side of Cape Coleroon	Madras coast	Stranding.—Error of the Tindal	Partially lost	Do.
Between Kurrachee and Porbander	Kathiawar do.	Loss of cargo.—Do. do.	Do.	Do.
At the Sandheads	Hooghly river	Collision with the *Kirkhill*.—Error of the Master.	...	Do.
Do. do.	Do. do.	Do. with the *Fame*.—Error of the Master.	...	Do.
Whilst anchored in the port of Harnai	Bombay coast	Stranding.—Heavy weather	...	Do.
Do. do. do.	Do. do.	Do. do.	All lost	Do.
In the vicinity of Kenery island	Do. do.	Damage to vessel.—Heavy weather	Partially lost and partly damaged.	Do.
At Khambhalia near Bombay	Do. do.	Loss of cargo.—Heavy weather	Partially lost	Do.
At Roypore Reach	Hooghly river	Grounding.—Bad steering	Not reported	Do.
At Garden Reach	Do. do.	Collision with the flat *Bacooltala*.—Accidental.	None lost	Do.
At China Buckeer in the Rangoon river	Burmah coast	Grounding.—Accidental	Not reported	Do.
At No. 1 Track—Upper Bellary bar	Hooghly river	Do. Deterioration of the channel.	None lost	Do.
Near Kodinar	Kathiawar coast	Loss of cargo.—Heavy weather	Partly lost	Do.
Near Colombo	Bay of Bengal	Fire.—Unknown	Not reported	Do.
Near Perim	Gulf of Aden	Damage to engine.—Unknown	Do.	Do.
On the Saugor Roads	Hooghly river	Loss of anchor and chain.—Tides and currents.	None lost	Do.
On the Mallaca bank	Gulf of Cambay	Stranding.—Tides and currents	All lost	Do.
Near Colombo	Bay of Bengal	Damage to engine.—Unknown	Not reported	Do.
Princess dock, Bombay harbour	Bombay coast	Collision with the quay wall.—Accidental	Do.	Do.
On Farquhar island	Indian ocean	Stranding.—Error of the Master	.....	Do.
At the head of Sankral sand	Hooghly river	Grounding.—Heavy weather	None lost	Do.
No. 2 Beacon, Suakim passage	Red sea	Do. do.	Not reported	Do.
Near Dwarka	Sind coast	Loss of cargo.—Heavy weather	Partly damaged	Do.
On the Cochin Roads	Malabar do.	Fire.—Spontaneous combustion	Partly damaged	Do.
Near Godabaree	Sind do.	Loss of cargo.—Heavy weather	Partially lost	Do.
On a rock off Thakurli, about a mile from Kalyan bander.	Bombay do.	Stranding.—Heavy weather	All lost	Do.
Near Umarsadi bander	Do. do.	Loss of cargo.—Heavy weather	Partially lost	Do.
Near the entrance to Bombay harbour	Do. do.	Damage to vessel.—Heavy weather.	All lost	Do.
Near Perim harbour	Gulf of Aden	Damage to engine.—Unknown	Not reported	Do.
Unknown	Unknown	Fire.—Accidental	Partially lost and partly damaged.	Do.
At Fisherman's point	Hooghly river	Loss of anchor and chain.—Accidental	None lost	Do.
At Aden	Gulf of Aden	Damage to engine.—Unknown	Not reported	Do.
Near Colombo	Indian ocean	Do. do.	Do.	Do.
At the port of Porbander	Kathiawar coast	Sprung a leak.—Tides and currents	Partly damaged	Do.
On the bank of Vasht-ul-yarim	Persian gulf	Grounding.—Tides and currents	None lost	Do.
Near the light-ship, off Bombay	Bombay coast	Damage to engine.—Unknown	.....	Do.

Number.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.	Cargo and its total value.	Date of Casualty.
80	*Antonio*	Russian wooden barque	938	Rangoon	English channel	Not reported	June 6th
81	*Utile*	Italian twin-screw steamer	208	At Suakim		Not reported	Do. 9th
82	*Mahadevpasa*	Native craft	64	Porbandar	Kurrachee and Bombay.	Fish and wheat, valued at R3,000.	Do. do.
83	*Polynesia*	Norwegian wooden barque	605	Tamatave	Rangoon	Not reported	Do. 10th
84	*Homeric*	British screw steamer	1,633	Perim	Colombo	Not reported	Do. 13th
85	*Colonel Brown*	British Indian schooner	116	At Cheduba.		No cargo	Do. 19th
86	*Irena*	Austro-Hungarian screw steamer.	1,288	Mauritius	Bombay	Sugar, molasses and rum, value not reported.	Do. 21st
87	*Daulat Prasad*	Native craft	73	Bombay	Cutch Mandvi	Coir rope, corrugated iron sheets, iron bars, tobacco, sugar, etc., valued at R5,000.	Do. 25th
88	*Hariprasad*	Do. do.	177	Navanagar	Bombay and Jamnagar.	Wheat, flour, sugar, kerosine oil, etc., valued at R9,000.	Do. do.
89	*Marquis Bacquehem*	Austro-Hungarian screw steamer.	2,744	Kobe	Trieste	Not reported	Do. 27th
90	*Moorgate*	British screw steamer	2,082	Bombay	Dunkirk	Do.	July 4th
91	*Armand Behic*	French screw steamer	2,808	Colombo	Australian ports	Do.	Do. do.
92	*Erne*	British iron ship	1,528	New York	Calcutta	Kerosine oil and turpentine, value not reported.	July 9th
93	*Monarch*	British screw steamer	4,770	Calcutta	Hull	General, value not reported.	Do. do.
94	*Vindobona*	Austrian screw steamer	2,689	Kobe	Bombay and Kurrachee.	General, value not reported.	Do. 10th
95	*Vita*	British screw steamer	501	Colombo	Negapatam and Pamban.	General, value not reported.	Do. 12th
96	*Strathnevis*	Do. do.	2,303	At Colombo		Not reported	Do. 14th
97	*Tannenfells*	German screw steamer	3,564	At Colombo.		Not reported	Do. do.
98	*Vortigern*	British screw steamer	1,982	Yokohama	Colombo, etc.	General, value not reported.	Do. 15th
99	*Madagascar*	French screw steamer	1,693	At Galle		Not reported	Do. 16th
100	*Albion*	British screw steamer	2,373	At Suez		Not reported	Do. 17th
101	*Prometheus*	Do. do.	3,583	At Perim.		Not reported	Do. 20th
102	*Chittagong*	Do. do.	2,241	Saigon	Colombo and Bordeaux.	Rice value not reported	Do. 28th
103	*Arabia*	Do. do.	4,167	London	Aden and Bombay	General, value not stated	Do. do.
104	*Walden Abbey*	British iron schooner	1,799	Hamburg	Calcutta and Hull	Linseed, value not reported	Do. do.
105	*Deepdale*	British screw steamer	1,650	Calcutta	Tuticorin	Coals, value not stated	Do. 30th
106	*Rajpootana*	Do. do.	1,312	Do.	False Point and Gopalpore.	General, value not reported	Aug. 3rd
107	*Toxteth*	British iron ship	2,387	New York	Calcutta	Kerosine oil, value not reported.	Do. 8th
108	*Manora*	British screw steamer	2,995	Calcutta	London	General, value not reported	Do. do.
109	*Madura*	British 3 masted steamer	1,273	Do.	Rangoon	Not reported	Do. do.
110	*Shahzada*	British 3 masted screw steamer.	1,046	Do.	Moulmein	Do.	Do. 10th
111	*Federation*	British screw steamer	1,570	At	Colombo	Do.	Do. 11th
112	*Scottish Hills*	British iron ship	1,994	Port Townsend, U. S. A.	Calcutta and Dundee.	Timber, valued at $14,093	Do. 80.
113	*Woolwich*	Do. do.	2,107	Calcutta	Rangoon	In ballast	Do. 12th
114	*Okhla*	Do. do.	3,436	Do.	Bombay	Not reported	Do. 13th
115	*Scindia*	Do. do.	2,050	Bombay	Calcutta	In ballast	Do. do.
116	*Obra*	Do. do.	3,496	Do.	Kobe and Yokohama and Tuticorin.	Pressed bales of cotton, value not stated.	Do. 18th
117	*Clan Mackay*	British screw steamer	1,654	At	Suez	Not reported	Do. do.
118	*Orissaba*	Do. four masted steamer	3,497	Do.	Do.	Do.	Do. do.

Waters during the year 1899—continued.

Position of Casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	Number of lives lost or saved.
Exact locality not reported	Burma coast	Sprung a leak.—Heavy weather	Not reported	None lost.
Near Suakim	Red sea	Grounding.—Heavy weather	Do. do.	Do.
Between Godabaree and Miani	Sind coast	Damage to vessel.—Heavy weather	Partially lost	Do.
Near Rangoon	Burma coast	Stranding.—Tides and currents	Not reported	Do.
On the way to Colombo	Arabian sea	Damage to engine.—Unknown	Do. do.	Do.
Madras harbour	Madras coast	Collision with the *Safanathal Akthab*.—Accidental.	.....	Do.
Bombay harbour	Bombay do.	Fire.—Spontaneous combustion	Not reported	Do.
On a rock near Jaffrabad	Kathiawar do.	Stranding.—Heavy weather	Partially lost and partly damaged.	Do.
Do. do.	Do. do.	Do. do.	Not reported	Do.
Aden harbour	Gulf of Aden	Damage to engine.—Unknown	Do. do.	Do.
Near Perim	Do. do.	Damage to vessel.—Heavy weather	Do. do.	Do.
Colombo harbour	Indian ocean	Damage to engine.—Accidental	Do. do.	Do.
Between New York and Calcutta	Do. do.	Damage to vessel.—Heavy weather	Partly damaged	Do.
Lat. 7° 03′ N., Long. 61° 09′ E.	Do. do.	Damage to engine.—Heavy weather	None lost	Do.
Near the Manora light house off the port of Kurrachee.	Sind coast	Do. Unavoidable	Do.	Do.
Kundugal point, Pamban Pass, Shingle island beacon.	Ceylon do.	Grounding.—Error of the Master	Do.	Do.
Colombo harbour	Do. do.	Damage to engine.—Unknown	Not reported	Do.
Near Colombo harbour	Indian ocean	Do. do. do.	Do.	Do.
Lat. 1° 26′ N., Long. 57° 56′ E.	Arabian sea	Do. do. do.	None lost	Do.
Near Point de Galle harbour	Ceylon coast	Damage to vessel.—Heavy weather	Not reported	Do.
On the north of Troussoum	Gulf of Aden	Stranding.—Unknown	Do	Do.
Near Perim harbour	Red sea	Damage to engine.—Unknown	Do.	Do.
Lat. 2° 12′ N., Long. 56° 7′ E.	Arabian sea	Do.—Tides and currents	Partly damaged	Do.
In Victoria Dock, Bombay harbour	Bombay coast	Grounding—Tides and currents	None lost	Do.
At Mooneekhally point	Hooghly river	Collision with the tug *Retriever*.—Tides and currents.	None lost	Do.
On the bar of the Gabtolla channel	Do. do.	Grounding.—Deterioration of the channel.	Do. do.	Do.
Off the mouth of the Devi river	Orissa coast	Grounding.—Error of the 3rd officer	Do. do.	Do.
Off Gough island, Lat. 40° S. Long. 11° W.	South Atlantic	Damage to vessel.—Heavy weather	Partly damaged	Do.
At Garden Reach	Hooghly river	Loss of anchor and chain.—Tides and currents.	None lost	Do.
No. 1 Track mark, Moyapore	Do. do.	Grounding.—Error of the pilot	Not reported	Do.
At Budge Budge Reach	Do. do.	Do. Accidental	Do. do.	Do.
Near Colombo harbour	Indian ocean	Damage to engine.—Unknown	Do. do.	Do.
After leaving Port Townsend	Do. do.	Loss of cargo.—Tornado	Partially lost	Do.
At the Coal Jetty at Garden Reach	Hooghly river	Collision with the S. S. *Okhla*.—Error of the Pilot.	.....	Do.
On the Upper Bellary bar	Do. do.	Grounding.—Deterioration of the channel	Not reported	Do.
At Garden Reach	Do. do.	Collision with the *Resolute*.—Error of the Pilot.	.....	Do.
Tuticorin roadstead	Gulf of Manar	Fire—Spontaneous combustion	Partly damaged	Do.
Suez canal	Gulf of Suez	Collision with the *Orizaba*.—Error of the Master.	Not reported	Not reported.
Do.	Do. do.	Collision with the *Clan Mackay*.—Error of the Master.	Do. do.	None lost.

Number.	Name of Vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.	Cargo and its total value.	Date of Casualty.
119	*Onipenta*	British screw steamer	3,420	Penang	Rangoon	Rice, value not reported	Aug. 21st
120	*Afghanistan*	Do. do.	2,190	At	Suez	Not reported	Do. do.
121	*Afghan*	Do. do.	1,439		Bombay	Do.	Do. 25th
122	*Mohidin Cader Bux*	Do. Indian schooner	48	Kulaseekhara-patnam.	Tuticorin	In ballast	Do. do.
123	*Coromandel*	Do. screw steamer	2,783	Bombay	Colombo	General, value not reported	Do. 30th
124	*Kola*	Do. do.	498	Victoria dock, Bombay harbour		No cargo	Do. do.
125	*Darius*	Do. do.	2,130	At	Colombo	Not reported	Do. 31st
126	*Courtfield*	Do. do.	2,105	Calcutta	Hull	Wheat and linseed, value not reported.	Sept. 14th
127	*Dragoman*	Do. do.	2,215	Batoum	Calcutta	Petroleum oil, value not reported.	Do. 22nd
128	*Badamio*	Native craft	78	Porbandar	Surat	Blocks and slabs of stones	Do. 23rd
129	*Gaekwar*	British four masted screw steamer.	2,742	Liverpool	Calcutta	Jute, value not stated	Do. do.
130	*John Davie*	British iron barque	972	Calcutta	Singapore	Not reported	Do. 26th
131	*Hydrose*	British Indian padow	37	Cochin	Bombay	Oil-cakes and coir yarn, valued at R2,870.	Do. 29th
132	*Scottish Hills*	British iron ship	1,994	Port Townsend	Calcutta	Not reported	Do. 1st
133	*Africa*	British screw steamer	1,299	Calcutta	Rangoon	General, value not reported	Do. 6th
134	*Hydross*	British Indian manjee	21	Tellicherry	Ponani	Salt, valued at R2,100	Do do.
135	*Erzherzog Franz Ferdinand.*	Austro-Hungarian screw steamer.	3,900	Calcutta	Trieste	Not reported	Oct. 5th
136	*Koningin Wilhelmina*	Dutch screw steamer	2,839	At	Aden	Do.	Do. do.
137	*Palki*	British Indian muchwa	5	Alibag	Kalyan	Unsalted fish, valued at R174.	Do. 15th
138	*Jelunga*	British screw three masted steamer.	3,364	Do.	Do.	Do.	Do. 16th
139	*Salamati*	British Indian muchwa	7	Ratnagiri	Honavar	For fishing purposes	Do. 26th
140	*Oorvia*	British screw steamer	678	Calcutta	Chittagong and Rangoon	Kerosine oil, valued at R1,12,500.	Nov. 3rd
141	*Narainpasa*	Native craft	65	Ganjica	Porbander	Wet dates, valued at R3,100.	Do. 7th
142	*Arethusa*	British steel barque	1,198	Rangoon	Bombay	Rice, value not reported	Do. 9th
143	*Annaletchmy*	British Indian wooden brig	122	Karikal	Negapatam	Rice, do. do.	Do. 12th
144	*Ramasawmy*	British Indian wooden schooner.	114	Cuddalore	Porto Novo	Rice, paddy and cumboo, value not reported.	Do. do.
145	*Lady Gordon*	British screw steamer	316	Colombo	Jaffna	General, value not reported	Do. 14th
146	*Kentmere*	British iron four masted barque.	2,317	Calcutta	New York	Jute cuttings, value not reported.	Do. do.
147	*Falcon*	British screw steamer	114	Aden	Berbera	General, value not reported	Do. 15th
148	*Cowrie*	British screw 3 masted steamer.	3,151	At Perim	.....	Not reported	Do. 16th
149	*Sirdar*	British screw steamer	2,264	Batoum	Calcutta	Jute, value not reported	Do. 18th
150	*Lightning*	British screw steamer	2,122	Calcutta	Hong-Kong	General, value not reported	Do. 30th
151	*Wanaka*	Do. do.	2,572	Do.	Colombo	Coals, value not reported	Do. do.
152	*Rampasa*	Native craft	88	Navibander	Porbander	Sand ballast	Dec. 4th
153	*Onda*	British screw steamer	3,410	Calcutta	.....	Not reported	Do. 6th
154	*Narayamprasad*	British Indian muchwa	38	Vingorla	Bombay	General, value not reported.	December 11th
155	*Rampersad*	Native craft	51	Bassein	Calicut and Beypore.	Salt, valued at R3,600.	Do. 15th
156	*Don of Airlie*	British screw steamer	2,275	London	Kurrachee and Bombay.	General, value not stated	Do. 18th
157	*Yeshwanti*	British Indian muchwa	6	Honavar	Ratnagiri	Salted fish, valued at R600.	Do. 20th

Waters during the year 1899—continued.

Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	Number of lives lost or saved.
Duncan passage, Andaman islands	Bay of Bengal	Collision with a submerged rock.—Accidental.	None lost	None lost.
In the Suez canal	Gulf of Suez	Grounding.—Accidental	Partly damaged	Do.
Bombay harbour	Bombay coast	Sprung a leak.—Unknown	None lost	Do.
Off Devil's point, in the harbour of Tuticorin	Ceylon do.	Stranding.—Tides and currents	Do.	Do.
At the Victoria dock, Bombay harbour	Bombay coast	Collision with the S. S. *Kola*.—Defective steering gear.	Do.	Do.
Do. do. do.	Do. do.	Do. with the S. S. *Coromandel*.—Defective steering gear.	.....	Do.
Near Colombo harbour	Ceylon do.	Damage to engine.—Unknown	None lost	Do.
On the Moyapore channel	Hooghly river	Grounding.—Deterioration of the channel	Do.	Do.
Devil's point	Do. do.	Do. Error of the Pilot	Do.	Do.
On the Madar rock at Porbander	Kathiawar coast	Stranding.—Tides and currents	Do.	Do.
On the Kaffree sand	Hooghly river	Grounding.—Defective steering gear	Do.	Do.
On the Gabtola channel	Do.	Do. Error of the Pilot	Do.	Do.
At Telaya, a sub-port of Tellicherry	Malabar coast	Capsized.—Tides and currents	Partly lost	Do.
About 120 miles from the Sandheads	Bay of Bengal	Damage to vessel—Heavy weather	Not reported	Do.
Spark's street pontoon, Rangoon river	Burma coast	Collision with Spark street pontoon.—Error of the Chief officer.	None lost	Do.
On the bar of the Ponani river	Malabar do.	Capsized.—Tides and currents	Partially lost	Do.
At Moyapore above Devil's point	Hooghly river	Grounding.—Error of the Pilot	Not reported	Do.
Near Aden harbour	Gulf of Aden	Damage to engine.—Unknown	Do.	Not reported.
Opposite Bandup creek	Bombay coast	Capsized.—Tides and currents	All lost	None lost.
Do. Do.	Do.	Damage to engine.—Unknown	Do.	Do.
At the mouth of the Honavar creek	Do.	Stranding.—Tides and currents	.....	Do.
Nos. A and B buoys, Chittagong river	Chittagong do.	Grounding.—Accidental	None lost	Do.
Near Chotila	Kathiawar do.	Damage to vessel.—Heavy weather	Partially lost	Do.
Lat. 12° 31′ N. Long. 87° 10′ E.	Bay of Bengal	Do. do.	Partly damaged	Do.
On the Negapatam roads	Madras coast	Do. do.	None lost	Do.
Opposite the fishing hamlet at Kaveripatnam	Malabar do.	Stranding do.	Partly damaged	Do.
Two miles east of Cachetwu, in Palk's strait	Ceylon do.	Damage to engine— do.	None lost	Do.
At Garden Reach	Hooghly river	Grounding.—Tides and currents	Do. do.	Do.
Lat. 21° 29′ 36″ N. Long. 43° 35′ E.	Gulf of Aden	Stranding.—Error of the Master	Do. do.	Do.
Near Perim harbour	Do.	Damage to engine.—Unknown	Not reported	Not reported.
At Diamond Harbour	Hooghly river	Fire.—Spontaneous combustion	None lost	None lost.
At Nynan	Do. do.	Collision with the S. S. *Wanaka*.—Error of the Pilot.	Not reported	Not reported.
Do.	Do. do.	Collision with the *Lightning*.—Error of the Pilot.	Do. do.	Do.
Between Navibander and Porbander	Kathiawar coast	Damage to vessel.—Heavy weather	None lost	None lost.
On the Mooneckhally sand	Hooghly river	Grounding.—Defective steering gear	Do. do.	Do.
At Mora about a mile to the south of Malwan	Bombay coast	Stranding.—Tides and currents	Partially lost and partly damaged.	None lost.
On a rock inside of Coote reef	Do. do.	Do. do.	All lost	Do.
On the way from Kurrachee to Bombay	Do. do.	Fire.—Spontaneous combustion	Partially lost and partly damaged.	Do.
At the entrance of the Rajewda creek	Do. do.	Stranding.—Tides and currents	Partly damaged	Do.

Number.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.	Cargo and its total value.	Date of Casualty.
158	*Danaletchmy* . .	British Indian wooden brig .	244	Akyab . .	Maungdaw . .	Paddy in bulk, value not reported.	December 20th
159	*Pekin*	British screw steamer .	249	Mandalay . .	Rangoon . .	General, value not reported.	Do. 21st
160	*Umta*	Do. do. .	3,451	Calcutta . .	Bombay . .	Do. do.	Do. do.
161	*Waroonga* . . .	Do. do. .	1,609	Do. . .	Moulmein .	Not reported . . .	Do. 22nd
162	*Duke of Westminster* .	Do. do. .	2,423	London . .	Port Said and Brisbane.	General, value not reported.	Do. 23rd
163	*Sugarprasad* . .	Native craft . . .	80	Jodiya . .	Busrah . .	Specie, valued at Rs. 3,440.	Do. do.
164	*Gulf of Trinidad* .	British screw steamer .	1,495	Glasgow . .	Bombay and Calcutta.	No cargo . . .	Do. 27th

during the year 1899—concluded.

Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	Number of lives lost or saved.
In the Naaf river	Chittagong coast	Stranding.—Defective steering gear	Partially lost	None lost.
At Myinmu in the Irrawaddy river	Burma do.	Fire.—Spontaneous combustion	Do.	Do.
At Garden Reach	Hooghly river	Grounding.—Error of the Pilot	None lost	Do.
Jellingham sands	Do. do.	Do. do. do.	Not reported.	
Near Aden harbour	Gulf of Aden	Fire.—Unknown	Partially lost and partly damaged.	Do.
On a rock in Kharig island, north of Bushire	Persian gulf	Stranding.—Tides and currents	None lost	Do.
About 63 miles from Bombay	Bombay coast	Damage to engine.—Unknown	Not reported.	

NOTES TO ACCOMPANY CASUALTY STATEMENT FOR 1899.

JANUARY.

1. **Kilwa.**—A British screw steamer, of Glasgow, 993 tons register, official No. 78638, age 21 years, classed at Lloyd's and was in Bombay harbour with a general cargo, value not stated, and a crew of 81 men.

Collided with the Victoria Dock wall steps, Bombay harbour, at 5-17 P.M. of the 5th January. The casualty was caused by the propeller striking the dock wall at a recess for steps, whilst the vessel's stern was caught in a strong eddy. The value of the damage sustained by the vessel is not reported. No loss of cargo. No life lost.

2. **Lawada.**—A British screw steamer, of Glasgow, 2,124 tons register, official No. 90044, age 14 years, bound from Bombay to the Mauritius and Seychelles, with a general cargo, value not reported and a crew of 101 men.

This vessel when laying in Prince's dock, Bombay harbour, was observed to be on fire. At 9 P. M., on the 7th January, smoke was seen issuing from the ventilators of No. 3 hold, and on closer observation it was known that a case containing tarred bags was burning in the square of hatch. The fire was due to spontaneous combustion, and no damage has been reported either to the vessel or cargo. No life lost.

3. **Bamberg.**—A German screw steamer of Bremen, 2,659 tons register, official number not reported, age 4 years, at Colombo, with a cargo of hemp, etc. Number of crew not reported.

This vessel arrived at Colombo at 2-45 P.M. of the 7th January with cargo on fire. As soon as this was known the hatches were battened down, steam injected and the fire got under control. The vessel sustained no material damage; but the goods in the afterhold being damaged by fire and water were discharged. The damaged hemp and other cargo wereleft behind for sale. After she had reloaded all the cargo that could with advantage be carried forward, she proceeded on her voyage.—The value of the cargo damaged is not reported. No life lost.

4. **Labhasavai.**—A British Indian padow of Bulsar, 31 tons register, official No. 2518, age 9 years, bound from Bilimora to Bombay and Porbander with a cargo of loose coals, valued at R245, and a crew of 7 men.

Encountered a severe storm and high seas, near Diu, on the Kathiawar coast, about midnight of the 9th January, necessitating a portion of the cargo being thrown into the sea to save the vessel and the lives of the crew. The value of the cargo jettisoned is estimated at R35. No life lost.

5. **Dunfermline.**—A British four masted barque, of Liverpool, 2,773 tons register, official No. 97822, age 9 years, bound from New York to Shanghai and Dundee, with a cargo of jute, valued at £420, and a crew of 33 men.

This vessel took fire whilst anchored in the Kurnafully river, at 11 A.M. of the 9th January. The origin of the fire is not reported, but apparently no material damage was done to the vessel. Cargo to the amount of £270 was damaged. No life lost.

6. Cowrie.—A British screw three masted steamer, of London, 3,155 tons register, official No. 105791, age 3 years, classed at Lloyd's 100 A. I., was near Aden on the day of the accident; number of crew not stated.

This vessel arrived at Aden at 11-50 A.M. of the 11th January with one blade of her propeller broken. After being examined by divers she proceeded on her voyage. The cause of the accident is not reported.

7. Ruparel.—A native craft, of Navibander, 3 tons register, official No. 30, age 17 years, bound from Navibander to Bhavnagar and Porbander, with a cargo of cotton seeds and sugar-candy, valued at R1,575, and a crew of 6 men.

Encountered a severe storm between Gogha and Bhavnagar, on the Kathiawar coast at 11 P.M. of the 12th January. The vessel took the ground and turned on one side at low tide, and then on the other at flood tide, necessitating a portion of the cargo being jettisoned to save her and the crew. The amount of cargo jettisoned is estimated at R300. No life lost.

8. Lakhima.—A British cargo flat, belonging to the India General Steam Navigation Company, of Calcutta, 400 tons register, no official number, not classed, age 4 years, bound from Naraingunge to Calcutta, with a cargo of jute, valued at R56,000, and a crew of 12 men.

Grounded at Hooghly point, river Hooghly, at 4 A.M. of the 13th January. The flat dragged her anchor during the strong flood tides of the previous night and damaged her bottom; the bottom plates being considerably twisted. The value of the damage to the vessel is not stated. Cargo to the amount of R16,000 was lost, and a portion was also damaged. No life lost.

9. India.—A British screw steamer, of Glasgow, 2,591 tons register, official No. 85861, age 18 years, was at Bombay, with a crew of 116 men; no cargo.

This vessel whilst in British India Steam Navigation Company's Dry Dock, at Mazagon, Bombay harbour, took fire at 11 P.M. of the 14th January. The fire was confined to the stack of dunnage, and therefore no damage was done to the vessel. The accident is attributed to cigarette smoking whilst the vessel was undergoing repairs. No loss of cargo. No life lost.

10. Woodcock.—A British iron steamer, of Glasgow, 59 tons register, official No. 93296, age 13 years, bound from Aden to Zeila. Description of cargo and number of crew not stated. Grounded in passing Channel reef in Zeila, on the Somali coast, gulf of Aden, about the 14th January, and having received no damage she proceeded on her voyage. No life lost.

11. Mount Hebron.—A British screw steamer, of Glasgow, 1,668 tons register, official No. 97585, age 10 years, bound from Calcutta to Singapore, with a cargo of coal; number of crew not stated.

Grounded for two or three seconds on Nurpur sand, Hooghly river, as she was proceeding down under pilotage charge at 3·15 P.M., on the 20th January. Having apparently sustained no damage, she proceeded on her voyage. No damage to cargo. No life lost.

12. Haiching.—A British fore and aft screw steamer, of Hong-Kong, 1,267 tons register, official number 107029, newly built, classed at Lloyd's 100A. I, bound from Greenock to Port Said and Hong-Kong, with a cargo of coal, and a crew of 41 men.

This vessel when in lat. 11° 40′ N. long. 54° 23′ E., gulf of Aden, found it necessary to put back to Aden harbour at 10 A.M. of the 20th January owing

to defects in the furnace crowns of her boiler. The surveyors reported that she could be sufficiently repaired to enable her to proceed to Hong-Kong. The repairs having been finished in a fortnight she was allowed to proceed. No damage to cargo. No life lost.

13. **Rangoon.**—A British paddle steamer, of Glasgow, 215 tons register, official No. 73802, age 24 years, bound from Rangoon to Moulmein with a general cargo, 153 passengers, and a crew of 53 men.

Collided with the Maingay Street wooden pontoon in Moulmein harbour, Burma coast, at 4-30 P.M. of the 28th January, owing to the pilot having misjudged the distance in swinging vessel in a flood tide. The pontoon was damaged and the value of the damage is estimated at ₹700. No loss of cargo. No life lost.

A special Court of Inquiry was held under Section 6 of the Burma Pilots Act XII of 1863 to investigate a charge of misconduct in the discharge of his duties against the Pilot. The Court having duly considered all that had been brought before them were of opinion that the Pilot had committed an error of judgment as to the strength of the tide, and that he should have dropped his anchor in mid-stream when he saw that the steamer was not coming round as fast as he expected. The Court, taking into consideration the defendant's long and excellent record of service, recommended that he be reprimanded. The Chief Commissioner, Tenassarim Division, however, considered the finding of the Court too lenient and directed that his certificate be suspended for six months; or in case this is thought too severe, he should be made to pay half the cost of repairing the pontoon.

FEBRUARY.

14. **Salamat Pasa.**—A native craft, of Porbander, 49 tons register, official No. 172, age 2 years, classed as a ganjo, bound from Bombay to Porbander, with a cargo of cotton seeds, valued at ₹2,000 and a crew of 7 men.

Stranded on a rock near Ordar, Kathiawar coast, at 4 A.M. of the 2nd February, and had the upper part of the helm broken, and as she commenced to ship water and there was fear of her foundering, a portion of the cargo was jettisoned to save the vessel and the lives of the crew. The amount of cargo jettisoned is estimated at ₹1,030-4. The damage to the vessel is calculated at ₹50. The cargo was insured for ₹2,925. No life lost.

15. **Elphinstone.**—A British screw steamer, of London, 1,146 tons register, official No. 70217, age 25 years, classed at Lloyd's 90 A. I., was at Aden. Particulars as to cargo and crew not reported.

This vessel put in at Aden at 10-25 A.M. of the 3rd February, with her forward eccentric strap broken. On the same being renewed she proceeded on her voyage.

16. **Shahzada.**—A British fore and aft screw steamer, of Liverpool 1,046 tons register, official No. 78848, age 20 years, bound from Calcutta to Rangoon *viâ* Chittagong, with a general cargo, 24 native and 1 European passenger, and a crew of 56 men.

Grounded at the Chittagong Pilot Station, at 6 A.M. of the 4th February, during hazy weather, but apparently sustained no damage. No loss of cargo. No life lost.

17. Corby Castle.—A British screw steamer, of Liverpool, 2,297 tons register, official No. 110526, age 1 year, classed at Lloyd's 100 A. 1., was at Perim. Particulars of cargo and number of crew not reported.

This vessel put in at Perim at 9-30 A.M. of the 5th February, with machinery out of order. The necessary repairs having been effected on board without outside assistance, the vessel proceeded on her voyage.

18. Tasmania.—A Norwegian barque, of Grimstad, 693 tons register, official number and class not reported, age 6 years, bound from Moulmein to the Azores, with a cargo of teak timber, value not reported, and a crew of 12 men.

Stranded in the Salween river, Moulmein harbour, Burma coast, at 11-50 A.M. of the 8th February, when proceeding down under pilotage charge and in tow of a tug. The accident is attributed to the shoaling up of the bar and to the Pilot starting too soon on the tide. The vessel sustained no damage. No loss of cargo. No life lost.

A special Court of Inquiry was held under Section 6 of the Burma Pilots Act XII of 1883 to investigate a charge of misconduct against the Pilot in connection with the grounding of this vessel. The grounds of the charge against the Pilot were that he committed a rash and negligent act in allowing the vessel under his charge to leave the deep channel course and take the ground in broad daylight and with the buoys visible, and that thereby he was guilty of misconduct in the discharge of his duties as a Pilot. The Court having duly considered all that had been brought before them, were of opinion that, as the chart showed 12 feet of water on the shoal, instead of 9 feet 9 inches, the true depth, and as there should have been 18 feet of water (after a 6 feet rise) on the shoal, when the barque grounded, the Pilot was not to blame for an accident which would not have happened had the correct soundings been shown on the chart. The grounding of the barque was due to the shoaling up of the channel by 2 feet 3 inches, which fact was not known until after the accident. The Court recommended that the Pilot be exonerated.

19. Rhine.—A British iron ship, of London, 1,690 tons register, official No. 91978, age 13 years, classed at Lloyd's 100 A. 1., bound from Liverpool *viâ* Demerara and Cape Town to Jamaica, with a cargo of rice, valued at R1,43,350, and a crew of 27 men.

A fire broke out in the forepeak of this vessel amongst the ship's stores at 7-20 A.M. of the 10th February, whilst the vessel was moored at Garden Reach, Hooghly river. No damage was done to any part of the woodwork of the ship. But ship stores to the amount of £200 was damaged. No life lost.

20. Baliao Darya Manj.—A British Indian vesssel of Uran, 94 tons register, official No. 2475, age 12 years, bound from Bombay to Karanja, with a cargo of gunny bags, valued at R1,050, piece goods worth R108, and country oil worth R18, and a crew of 15 men.

Sprung a leak at 4 P.M. of the 10th February, whilst anchored in the port of Karanja, Bombay coast, owing to her having struck against a fishing stake which was under water at high tide. The leak was discovered and stopped at once. The vessel was damaged to the extent of R5. No loss of cargo. No life lost.

21. **Golconda.**—A British steel screw four masted steamer, of Glasgow, 3,761 tons register, official No. 95098, age 12 years, bound from London to Calcutta, with a general cargo, 78 passengers, and a crew of 153 men.

Collided with the dredger *Mermaid* in Aden harbour, at 11-15 P.M. of the 15th February; the *Mermaid* being moored right in the fairway in line with the light ship, the dredger's anchor light and the light ship's light got in a line and resulted in a collision. The vessel sustained no damage. No loss of cargo. No life lost.

22. **Mermaid.**—A British steel dredger, port of registry, official number and registered tonnage not given, age 10 years, was lying at anchor in Aden harbour, with a crew of 16 men.

(*For an account of a collision between this vessel and the "Golconda" see Casualty Statement No. 21.*)

23. **Afghan.**—A British screw steamer, of Bombay, 1,439 tons register, official No. 78572, age 22 years, classed at Lloyd's 100 A. I., bound from Bombay to Rangoon in ballast, and a crew of 68 men.

Collided with the S. S. *Maharani* off Botatoung, in the Rangoon river, at 7 A.M. of the 16th February. The accident occurred whilst the "*Afghan*" was rounding to, and is attributed to one or other of the Masters of the vessels miscalculating his distance. Both vessels were somewhat damaged and the necessary repairs carried out here. No loss of cargo. No life lost.

24. **Maharani.**—A British screw three masted steamer, of Liverpool, 1,047 tons register, official No. 81274, age 20 years, bound from Calcutta to Moulmein with cargo of teak wood scantling and a crew of 56 men.

(*For an account of a collision between this vessel and the "Afghan" see Casualty Statement No. 23.*)

25. **Fete Kher.**—A British Indian dinghy, of Kurrachee, 40 tons register, official No. 16, age 1 year, bound from Kurrachee to Bombay, with a cargo of cotton seeds, urad, and muj, worth R 1,100, and a crew of 6 men.

Encountered a severe storm at Surat-bari, in the gulf of Cambay, at midnight of the 18th February, necessitating a portion of the cargo being jettisoned to ensure the lives of the men and the safety of the vessel. The damage to the vessel is calculated at R150. The cargo lost is valued at R275. No life lost.

26. **Candleshoe.**—A British screw steamer, of Grimsby, 2,466 tons register, official No. 109844, age one year, classed at Lloyd's 100 A. I., was at Aden. Particulars as to cargo, number of crew, etc., not stated.

This vessel put in at Aden at 6-20 P.M. of the 22nd February with boiler tubes leaking. After the necessary repairs had been executed, she proceeded on her voyage through the Suez canal.

27. **Elleric.**—A British screw steamer, of Glasgow, 2,322 tons register, official No. 106084, age 2 years, classed at Lloyd's 100 A. I., was at Colombo. Particulars of cargo and number of crew not reported.

This vessel arrived at Colombo at 1-19 P.M. of the 23rd February, with one blade of her propeller broken. She sailed after a week, without having repaired. No damage to cargo. No life lost.

28. **Nankin.**—A British screw steamer, of Liverpool, 2,557 tons register, official No. 93770, age 11 years, bound from London to Calcutta, with a general cargo, value not reported, and a crew of 83 men.

Lost an anchor and 115 fathoms of chain at Nurpur point, river Hooghly, as she was proceeding up under pilotage charge at 2-50 P.M. on the 26th February. No damage to cargo. No life lost. The accident is attributed to the vessel not steering properly owing to defective steering gear.

MARCH.

29. **Parvati Prasad.**—A British Indian padow, of Bulsar, 26 tons register, official No. 2899, age 3 years, bound from Broach to Uran, with a cargo of mowra flowers, valued at Rs. 1,304, and a crew of 8 men.

This vessel was anchored in 12 fathoms of water off the Malakhi Danda, opposite the Hajira light, in the gulf of Cambay, and at midnight of the 9th March encountered heavy weather and parted with her anchor, broached to and filled with water. The damage sustained by the vessel is estimated at R150. The whole of the cargo was lost. No life lost.

30. **Candleshoe.**—A British screw steamer, of Grimsby, 2,466 tons register, official No. 109844, age one year, classed at Lloyd's 100 A. I., was proceeding on her voyage from Aden. Particulars as to cargo, number of crew, etc., not reported.

Collided with another vessel (name not reported) whilst passing through the Suez Canal, on the 11th March, and had two plates bent and one broken. The broken bulwark plate had to be renewed, and the bent one straightened. Other slight damages were also sustained by the steamer, value not reported. No loss of cargo. No life lost.

31. **Asia.**—A British screw steamer, of Glasgow, 2,337 tons register, official No. 89989, age 15 years, bound from Calcutta to London, with a general cargo and a crew of 68 men.

Grounded on a lump on the upper part of Garden Reach, river Hooghly, whilst turning to proceed down under pilotage charge at 10-50 A.M. on the 15th March. The vessel's stem struck the lump and canted her head. She was aground for two hours, but sustained no damage. No loss of cargo. No life lost.

32. **Banam Alimadat.**—A British Indian vessel, of Manori, 7 tons register, official No. 2725, age 11 years, classed as a country craft, bound from Manori to Bassein, with a cargo of chunam, valued at R50, and a crew of 5 men.

This vessel set sail on the morning of the 15th March, and when going over the bar of the Manori port near the Yerangal cliff, Bombay coast, she got into rough water, encountered stormy weather and was filled with water and damaged to the extent of R150. The whole of the cargo was lost. No life lost.

33. **Colaba.**—A British iron screw three masted steamer, of Glasgow, 1,108 tons register, official No. 78607, age 21 years, bound from Bombay to Cochin and Rangoon, with a general cargo, 3 passengers, and a crew of 64 men.

Grounded at 7-24 A. M. of the 19th March, at Crossing creek, Rangoon river, Burma coast, during a fog, whilst she was proceeding up under pilotage charge. She remained fast till 8-30 P. M. of the same day, when she was successfully towed off by the S. S. *Salween*. The vessel apparently sustained no damage. No loss of cargo. No life lost.

A special Court of Inquiry was held under Section 7 of the Indian Merchant Shipping Act V of 1883, to investigate the cause of the grounding. The Court held that the Pilot had committed an error of judgment in going so near the bank when a fog was coming down, and the Lieutenant-Governor accordingly directed that he be severely censured.

34. **Laxmiprasad.**—A British Indian padow, of Surat, 26 tons register, official No. 3780, age 42 years, classed as a country craft, bound from Navsari to Jetalpur and Mahim, with a cargo of babul bark, valued at R349-8 and firewood worth R70, and a crew of 7 men.

Stranded in the Poorna river at Jetalpur at 3 P.M. of the 25th March, whilst sailing on the ebb-tide, and on the coming in flood-tide she was heaved on her side, and as one of her planks started, she sprung a leak. The damage to the vessel is estimated at R200; cargo to the value of R50 was lost, and about R50 damaged. No life lost.

35. **Hermod.**—A Norwegian screw steamer of Drammen, 829 tons register, official number not given, age 2 years, classed at the Norwegian Veritas, bound from Bombay to Rangoon in stone ballast, and a crew of 33 men.

Collided with the S. S. *Lincluden* whilst moored at the Lower Dalla buoy, Rangoon river, at 6-30 P.M. of the 29th March, and was damaged to the extent of R1,600. The *Lincluden* had a bolt carried away and a small dent made in the upper plate close to the vessel's name; value of damage unknown. No damage to cargo. No life lost. The accident is attributed to uuskilfulness on the part of the Harbour Master.

36. **Lincluden.**—A British screw steamer, of West Hartlepool, 1,764 tons register, official No. 102743, age 3 years, classed at Lloyd's. The vessel was moored in Rangoon harbour with a cargo of rice, valued at R2,76,053. The number of crew is not reported.

(*For an account of a collision between this vessel and the Hermod, see Casualty Statement No. 35.*)

37. **Afrikander.**—A British screw steamer, of London, 1,793 tons register, official No. 99047, age 7 years, classed at Lloyd's 100 A. I., was at Moulmein. Particulars of cargo and number of crew not reported.

Grounded in the Moulmein river, Burma coast, at 1-52 P.M. of the 29th March. She got off after discharging part of her cargo which was afterwards re-shipped. The vessel was surveyed and allowed to proceed on her voyage. No life lost.

38. **Mirzapore.**—A British iron screw three-masted steamer, of Bombay, 2,168 tons register, official No. 65604, age 28 years, bound from Chittagong to Jeddah with pilgrims; number of crew not stated.

This vessel in entering the harbour at Jeddah on the 30th March took the ground on the Ulysses shoal and remained aground for about five hours. She subsequently floated without any reported damage and without assistance. A native boat was struck by the propeller and broken to pieces, but the occupants were saved.

APRIL.

39. **Massilia.**—A British screw steamer, of Greenock, 2,909 tons register, official No. 87404, age 15 years, classed at Lloyd's 100 A. I., bound from Calcutta to London, with a general cargo and tea, value not reported.

Collided with a country dhow, at 7-30 A.M. of the 7th April, at Sankra Reach, river Hooghly, as she was proceeding down under pilotage charge. The dhow struck the stem of the *Massilia* with her bow and bounded off, being very little damaged; but the *Massilia* had three of her ports carried away. No damage to cargo. No life lost.

40. **Ruparel.**—A native craft, of Bhavnagar, 22 tons register, official No. 510, age 80 years, classed as a country craft, bound from Broach to Bhavnagar with a cargo of bamboos and bamboo matting, valued at R249-4-0, and a crew of 7 men.

This vessel left Broach at 4 P.M. and anchored near the village of Soova Vegni in the gulf of Cambay, and through stress of weather she parted from her anchor at 9 P.M. of the 9th April, went ashore and was damaged to the extent of R100. No loss of cargo. No life lost.

41. **Duke of Portland.**—A British screw steamer, of Glasgow, 2,481 tons register, official No. 97607, age 9 years, classed at Lloyd's 100 A. I., was at Perim. Particulars as to cargo, number of crew, etc., not reported.

This vessel belonging to the Ducal Line of steamers, put in at Perim at 1-15 P.M. of the 10th April with boiler tubes leaking. She repaired here and proceeded on her voyage. No damage to cargo. No life lost.

42. **Thrunscoe.**—A British screw steamer of Grimsby, 2,186 tons register, official No. 106653, age 3 years, bound from Hongkong to Akyab and Port Said, with a cargo of rice, and a crew of 26 men.

This vessel left Akyab on the 1st April, called at Colombo on the 8th, and left the same day for Port Said. All went well till the morning of the 11th. After midnight, on the 10th, the Master sighted Minicoy light; the bearing being W. ¼ S. and the vessel was about 20 miles from the light. The Master was steering W. by N. and altered the course to N. W. by W. ¾ W. He was then on deck. He left the bridge about five or ten minutes after he had altered the course. The 2nd Officer was on watch when he left, and the Master told him before he left that the vessel would pass at least 10 miles off the light, and that he should keep a good look out. He also told him that Minicoy light was obscured on the north-east side of the island. The Master then went down. A little after 2 o'clock on the morning of the 11th, the Master was awakened by a shock, and he immediately rushed to the bridge and found that the vessel had stranded on the north-east end of the island about a quarter mile from its extreme point. He then tried to back her off by going full speed astern, but she did not move. He commenced discharging the cargo from No. 1 hold. Daylight found the vessel full of water in the forehold, and after about 300 or 400 tons of cargo had been got rid of, he stopped discharging any more cargo. He was afraid to lighten her further thinking she would slip off and sink in deep water, there being 13 fathoms at the stern. The Master then ordered anchors to be put out to hold the vessel firm. He did all that was necessary to safeguard the vessel and she remained in that position till the 23rd when the *Ceylon* arrived. The vessel was all this time on the coral reef on which she struck. She was examined by divers, and it was found that her stem was considerably broken, also keel, plates, floors and frames broken to collision bulkhead, probably extending into forward ballast tank, and that there was fair prospect of getting vessel off with salvage steamer. The value of the damage to the vessel and of the cargo jettisoned is not reported.

A Court of Inquiry was held at Colombo to investigate the circumstances attending the stranding of the vessel. The Court considered it probable that the 2nd Officer was lulled into a sense of security by the information which proved unreliable, that before the vessel could come into danger on the course she was steering, Minicoy light would become obscure, and that he consequently did not keep the sharp look out for land ahead as he otherwise would have done. There is no doubt that the notice on the chart with reference to Minicoy light being obscured within certain bearings and distances contributed largely to the stranding of the *Thurnscoe*, and the matter should be brought to the notice of the Hydrographer to the Admiralty. It seemed also to the Court that the Master should have remained on deck until his vessel had safely passed Minicoy, especially as the currents in its vicinity are known to be uncertain and variable. Under the circumstance the Court were of opinion that both the Master and the 2nd Officer were guilty of culpable neglect of duty, and accordingly suspended the Master's certificate for a period of three months, and that of the 2nd Officer for a period of six months.

43. Rydal Hall.—A British screw steamer, of Liverpool, 2,139 tons register, official No. 96395, age 10 years, classed at Lloyd's 100 A. I., was at Bombay. Particulars as to cargo and number of crew not reported.

Grounded in the Suez canal, and on arrival at Bombay on the 15th April she was docked and examined. It was found that four rivets and two butt plates were leaking slightly and had to be caulked. She sustained no other damage. No loss of cargo. No life lost.

44. Bala Tripura Sundury.—A British Indian dhony of Cocanada, 70 tons register, official No. 1 of 1895, age 9 years, bound from Cocanada to Negapatam with a cargo of grain and pulse, and a crew of 10 men.

Stranded at the northern side of the cape at Coleroon in the district of South Arcot on the Madras coast, at midnight of the 13th April, during a dark night with much wind and rain. The accident is attributed to an error of the Master who was a stranger to these parts. The vessel sustained no damage. Cargo to the amount of R200 was lost. No life lost.

45. Pankhido.—A native craft of Salaya, 27 tons register, official No. 296, age 5 years, bound from Salaya to Kurrachee and Porbander, with a cargo of bajri and rice, worth R1,450, and a crew of 5 men.

This vessel whilst on her way from Kurrachee to Porbander stopped at Manora for a week, during which time it is reported that the tindal and the crew together sold a portion of the cargo, or shipped them on a passing vessel to some other port. On taking an inventory of the cargo, it was found that 231 bags were missing, the estimated value of which is given as R1,032. This occurred at midnight of the 16th April. The sails torn or made away with are valued at R100.

46. Fame.—A British composite brig, of Bombay, 320 tons register, no official number, age 10 years, was employed in the Port Officer's Department, Calcutta, as a pilot brig, with a crew of 38 men.

Collided with the S. S. *Kirkhill* at 1-30 P.M. of the 17th April whilst lying at the Sandheads with her head south-west. The wind at the time was light and there was no tide. The *Kirkhill* was coming up from the southward seeking for a pilot. She was flying light and under water ballast only. When she came up within half a mile of the *Fame*, she was directed so as to come across the stern of the brig. It was then noticed that the engines of the steamer

were going astern, and also that she was going to port towards the brig's bow. This course was kept for about a couple of minutes, and then orders were given to the crew to stand by their cables. It was next noticed that the *Kirkhill* appeared to be coming back to her former direction so as to pass under the brig's bow. The *Kirkhill* then had headway and was at this time from 50 to 100 yards away from the brig and appeared to be gradually coming nearer, and hoping that she would clear the brig's stern, orders were given to the crew to hold on to the cables. The *Kirkhill* then appeared to have from ½ to ¾ of a knot headway. When the *Kirkhill* got within 30 yards of the *Fame* it was thought she was not making much headway and was not making steerage way. The vessel then continued to forge ahead and eventually struck the brig at the port quarter, nearly aft heeling the brig over considerably. The brig's quarter was bulged in at the point of impact and the stringer plates of the upper deck on the starboard side buckled up to a distance of 33 feet from the point of impact. Her ports were started, the boat's davit socket knocked away and her decks became leaky. The value of the damage to the *Fame* is estimated at ₹950. The Master of the *Kirkhill* attributes the collision to his vessel being light and not answering to her helm as he anticipated; to the engines not working immediately on his order to go, "half speed astern," and to his having miscalculated the current on approaching the brig, as had there been any current he would have passed well to leeward of the brig. He also did not allow for the force of the wind on his port quarter which drew the head of his vessel to port. The *Kirkhill* sustained no damage. No loss of cargo. No life lost.

A Court of Inquiry was held under section 7 of Act V of 1883 (The India Merchant Shipping Act) as amended by Act VI of 1891, at the instance of the Government of Bengal, for the purpose of making an investigation into the cause of the collision. The Court having taken all the circumstances of the case into consideration, were of opinion that the collision was attributable to an error of judgment on the part of the Master in not allowing for the force of the wind on his port quarter and in allowing his vessel to lose steerage way, and that therefore they should not deal with his certificate which was accordingly returned to him. They also did not think it proper to frame any charge against the Chief Engineer. But in connection with the evidence given in support of the engine-room log they desire to place on record that in their opinion the manner in which the *data* from the engine-room board was taken on to the engine-room slate, for the purpose of entry in the log kept by the Chief Engineer before the usual hour at which such entries were usually made, and before the board was filled up, appears to be suggestive of a desire to meet a possible future charge against the engine-room staff. And they considered that irrespective of this case that some more lasting record than that afforded by entries on an engine-room board or slate of the original orders given to an engine-room, should be insisted on by all owners in all engine-rooms, seeing that these entries are obliterated from a slate or board daily, thus making it quite impossible to obtain direct and correct evidence as to the original orders delivered to the engine-room on any particular occasion save through the entries made in the engine-room log which is written up some hours subsequently to the delivery of the orders and which may be written up to meet emergencies.

47. **Kirkhill.**—A British screw steamer, of Glasgow, 2,347 tons register, official No. 103969, age 4 years, classed at Lloyd's 100 A. I., bound from Bombay to Calcutta, in water ballast, and a crew of 31 men.

(*For an account of a collision between this vessel and the Pilot brig "Fame" see Casualty Statement No. 46.*)

48. **Bhawani.**—A British Indian muchwa, of Bankot, 9 tons register, official No. 5532, age 49 years, classed as a country craft, bound from Dhabol to Harnai, in ballast, and a crew of 6 men.

Stranded at 4 A.M. of the 21st April as she lay at anchor in the port of Harnai, Bombay coast, off the Custom House. The cable parted in a gale and she was driven ashore and damaged to the extent of R100. No life lost.

49. **Ruparel.**—A native craft, of Junagad, 24 tons register, official No. 22, age not known, bound from Harnai to Jaygad and Bankot, with a cargo of prawns, valued at R172, and a crew of 7 men.

Stranded at 3 A.M. of the 21st April, whilst lying at anchor in the port of Harnai, Bombay coast, opposite Harnai Custom House. The cable parted and the vessel ran ashore and had several holes made in her. The value of the damage is estimated at R500. The whole of the cargo was lost. No life lost.

50. **Bhawaniprasad.**—A British Indian padow, of Bombay, 35 tons register, official No. 4381, age 15 years, classed as a country craft, bound from Bombay to Calicut, with a cargo of empty soda water bottles, wheat, flour, and long pulse, valued at R5,641, and a crew of 7 men.

Encountered a heavy gale at 1 A. M. of the 22nd April in the vicinity of Kenery island, where she anchored and had her main mast broken, which in falling started some of her side planks and caused a heavy leakage which could not be stopped either by bailing water or jettisoning some of the cargo. Signals of distress having been seen on shore the crew were rescued by the *Alibag* life boat. The cargo lost is valued at R1,135. Cargo damaged is estimated at R167. No life lost.

51. **Mahadevprasad.**—A native craft, of Navibandar, 69 tons register, official No. 53, age 7 years, classed as a batel; bound from Navibandar to Calicut and Porbandar, with a cargo of planks, bamboo slips, and pieces of wood, of the aggregate value of R1,000, and a crew of 7 men.

Encountered a severe storm and high seas at 8 P.M. of the 23rd April near Khambalia, Bombay coast, necessitating 60 planks, valued at R50, being jettisoned to save the vessel and the lives of the men. The value of damage to the vessel is calculated at R4. No life lost.

52. **Muttra.**—A British screw steamer, of Glasgow, 2,985 tons register, official No. 98970, age 8 years, bound from Calcutta to Mombassa.

Grounded at Royapur Reach, river Hooghly, as she was proceeding down under pilotage charge at 11 A.M. of the 23rd April. The accident was a trivial one, as the vessel did not touch the ground, but merely struck the river bank and come off again without sustaining any material damage, and probably due to bad steering. No loss of cargo. No life lost.

53. **Rewa.**—A British screw steamer, of Glasgow, 2,519 tons register, official No. 85946, age 17 years, classed at Lloyd's 100 A. I., bound from Calcutta to London with a general cargo and tea, value not reported. Number of crew not reported.

Collided with the inland flat *Bacooltala*, as she was turning to anchor at Garden Reach at 2 P.M. of the 27th April under pilotage charge. The *Bacooltala* was flying at anchor in the fairway a little above the Botanical Gardens. The *Rewa* had a few of her quarter plates slightly dented and the flats awning roof stanchions slightly broken.

She also grounded the same day between Nos. 3 and 4 Moyapore marks and at Sankral bight. No loss of cargo. No life lost.

54. **Winnipeg.**—A Norwegian iron barque, of Christiana, 951 tons register, official number not reported, age 24 years, classed at Lloyd's 100 A. I., was at Rangoon. Particulars of cargo, etc., and number of crew not stated.

Grounded at China Bakir, Rangoon river, at 12-21 P. M. of the 28th April. She lay in a critical position for some time, and after many unsuccessful attempts, she was got off at the next high water, apparently without any damage. No loss of cargo. No life lost.

MAY.

55. **Scarthoe.**—A British screw steamer, of Grimsby, 2,536 tons register, official No. 109822, age 2 years, classed at Lloyd's 100 A. I., bound from Calcutta to Hamburg, with a general cargo.

Grounded at No. 1 track, upper Bellary bar, Hooghly river, as she was proceeding down under pilotage charge on the 1st May. No damage to vessel or cargo. No life lost. The accident was due to a deterioration of the navigating channel.

56. **Badamio.**—A native craft, of Porbandar, 74 tons register, official No. 146, age 5 years, classed as a ganjo, bound from Zanzibar to Porbander, with cargo of wooden rafters, valued at R200, and a crew of 8 men.

Encountered a storm at midnight of the 4th May near Kadinora on the Kathiawar coast, necessitating a portion of the cargo, valued at R24, being jettisoned. The vessel sustained no damage. No life lost.

57. **Umta.**—A British screw steamer, of Glasgow, 3,451 tons register, official No. 108743, age 2 years, classed at Lloyd's 100 A. I., was at Colombo. Particulars of cargo and number of crew not reported.

This vessel arrived at Colombo on the 5th May with her cargo in the forehold on fire. It was soon extinguished. Only a small portion of the cargo was damaged, and some of it had to be discharged. The value of damage to vessel and cargo is not reported. No life lost.

58. **Baron Ardrossan.**—A British screw steamer, of Ardrossan, 1,825 tons register, official No. 97563, age 7 years, classed at Lloyd's 100 A. I. Particulars of cargo and number of crew not reported.

This vessel put in at Perim with her feed pipe either broken or out of order. She arrived at 4-40 P.M. of the 5th May, and after executing the necessary repairs, proceeded on her voyage. No life lost.

59. **I. L. Skolfield.**—A Bristish wooden barque of Port Louis, Mauritius, 1,385 tons register, official No. 98364, age 20 years, bound from Calcutta to Mauritius, with a general cargo, and a crew of 36 men.

Lost an anchor and 45 fathoms of chain the Saugor Roads, river Hooghly, as she was proceeding down under pilotage charge at 6-50 A. M. of the 6th May. While heaving short the chain suddenly ran out at the 45 shackle, the pin of which fell out and caused the chain and anchor to go. There was a nasty lump of the sea at the time. No damage to cargo. No life lost.

60. **Ramprasad.**—A British Indian padow, of Bulsar, 16 tons register, official No. 1575, age 33 years, classed as a country craft, bound from Broach to Bhugwa and Bombay with a cargo of wheat, etc., valued at R900, and a crew of 7 men.

Stranded on the Mallaca Danda, gulf of Cambay, at 1 A. M. of the 7th May, and was partially upset and damaged to the extent of ₹500. The whole of the cargo was lost. No life lost.

61. **Canton.**—A British screw steamer, of London, 1,110 tons register, official No. 81640, age 19 years, was at Colombo. Particulars of cargo, etc., and number of crew not reported.

This vessel arrived at Colombo at 5-20 P.M. of the 8th May with crank webs loose. She sailed again on the 10th May.

62. **Gymeric.**—A British screw steamer, of Glasgow, 2,593 tons register, official No. 108799, age 1 year, classed at Lloyd's 100 A. I., was at Bombay. Particulars as to cargo, and number of crew, not reported.

This vessel in going into the Prince's dock, Bombay harbour on the 12th May, struck against the quay wall and had her stem bent on one side. There were also 40 stem rivets broken and damaged which had to be renewed. The plates in the way of damage on the port side were also bent. She effected temporary repairs and proceeded. No life lost.

63. **Zulu.**—A British screw steamer, of London, 1,787 tons register, official No. 99056, age 7 years, classed at Lloyd's 100 A. I., bound from Natal to Galle and Bombay, in water ballast, and a crew of 33 men.

Stranded on Farquhar island, Lat. 10° 11' S. Long. 51° 02' E. Indian ocean at 6-50 P.M. of the 12th May and had section plates bent whole length. The value of the damage is not reported. The accident was caused by an error of judgment on the part of the Master in passing to windward of the island and not making sufficient allowance for the set of current. She was surveyed, and as she sustained no apparent damage, she was allowed to proceed to Bombay. No life lost.

64. **Knight Commander.**—A British screw steamer, of Liverpool, 2,731 tons register, official No. 97801, age 9 years, classed at Lloyd's 100 A. I., bound from Calcutta to Singapore with a cargo of coal, value not reported, and a crew of 68 men.

Grounded at the head of Sankral sand, river Hooghly, during a heavy rain squall, as she was proceeding down under pilotage charge at 10·25 A.M. of the 12th May. The vessel was aground nearly an hour, but sustained no damage. No loss of cargo. No life lost.

65. **Courland.**—A British screw three masted steamer of Bombay, 760 tons register, official No. 63777, age 29 years, classed at Lloyd's 100 A. I., was at Suakim. Particulars of cargo, etc., and number of crew not reported.

Grounded at No. 2 beacon, Swakin passage, at 1·25 P.M. of the 13th May, and had to discharge a portion of her cargo. She apparently sustained no damage and got off without assistance. No life lost.

66. **Naranpasa.**—A native craft, of Porbandar, 66 tons register, official No. 164, age 3 years, bound from Porbander to Veraval and Kurrachee, with a cargo of chirut leaves and ghee, valued at ₹1,900 and a crew, of 7 men.

Encountered heavy weather near Dwarka on the Kathiawar coast, about midnight of the 14th May, necessitating a portion of the cargo being jettisoned to save the vessel and the lives of the crew. The amount of cargo jettisoned is estimated at ₹200. The value of damage to the vessel in sails, ropes, etc., is estimated at ₹60. No life lost.

67. **Clan Macnab.**—A British screw steamer, of Glasgow, 1,412 tons register, official No. 98645, age 8 years, classed at Lloyd's 100 A. I., bound from Glasgow and Natal to Colombo and London *vid* Suez, with a general cargo and a crew of 55 men.

This vessel, whilst at anchor on the Cochin roads, Malabar coast, caught fire at 3 P.M. of the 19th May, and had some of the coal in spare bunker and the cargo of coir and skins slightly damaged by the fire and water. The accident is attributed to spontaneous combustion of coal in cross bunker. The value of damage to vessel and cargo is not reported. No life lost.

68. **Mahadevprasad *ex* Sakario.**—A native craft, of Porbandar, 72 tons register, official No. 133, age 12 years, classed as a kotia, bound from Porbander to Kurrachee, with a cargo of hay and ghee, value not stated, and a crew of 8 men.

Encountered a severe storm and high seas at 8 P.M. of the 23rd May near Godabari, on the Sind coast, necessitating a portion of the cargo being jettisoned to save the vessel and the lives of the crew. The vessel was damaged to the extent of R50. The value of the cargo lost is not known. No life lost.

69. **Bhawani.**—A native craft, of Thana, 21 tons register, official No. 6229, age 40 years, bound from Kalyan to Bombay with a cargo of hay, valued at R120 and a crew of 6 men.

This vessel left Kalyan for Bombay, and having sailed for a mile to the south, anchored at Chola. She set sail again, and while on her way she was driven by wind and sea on a rock off Thakurli, and two holes being knocked into her bottom she sank at 1 A.M., of the 24th May about a mile south of Kalyan bander. The vessel was damaged to the extent of R25. The whole of the cargo was lost. No life lost.

70. **Dastgiri.**—A British Indian batel of Gogo, 41 tons register, official No. 259, age 12 years, classed as a country craft, bound from Bhavnagar to Matvad and Bombay with a cargo of cotton, wool, old bedding, castor oil seeds and an iron scale, of the aggregate value of R10,386 and a crew of 8 men.

Encountered a severe storm at midnight of the 25th May, near Umarsadi bander, Bombay coast, and had her mast broken and sail torn, and as she was about to sink, a portion of the cargo to the amount of R300 was jettisoned to save her. The vessel was damaged to the extent of R 85. No life lost.

71. **Bhawani.**—A British Indian muchwa of Uran, 5 tons register, official No. 2546, age 23 years, bound from Nagothna to Karanja and Mora, with a cargo of teakwood rafters and posts valued at R 60 and a crew of 5 men.

Encountered a storm at 6 A.M. of the 28th May, near the entrance of Bombay harbour, and had 3 boards, 2 oars, 3 poles, 1 cask of water, valued at R 5, carried away. The whole of the cargo was lost. No life lost.

72. **Homeric.**—A British screw steamer, of Glasgow, 1,633 tons register, official No. 105579, age 2 years, bound from Perim to Colombo. Particulars of cargo and number of crew not reported.

This vessel put in at Perim at 7-50 P. M. of the 28th May, with crank pin brasses broken. On the same being repaired she proceeded on her voyage.

73. **Putton.**—A British Indian dinghy, of Nurpur Sakra, registered tonnage, official number, age and class, not stated; bound from Kurrachee to Nurpur Sakra, with a cargo of quick-lime, value not reported, and a crew of 3 men.

This vessel caught fire, and had her inner planking charred. By the waves breaking over the vessel, the uppermost bags of quick-lime were saturated with water and so caught fire. A few bags only were burnt, and some were damaged; value estimated at R10. No life lost. The date and place where the casualty occurred are not reported, but the particulars were obtained partly from the villages at Khumrano, on the Sind coast, and partly from the owners.

74. **Taunton.**—A British screw steamer, of London, 2,461 tons register, official No. 109971, age 2 years, classed at Lloyd's 100 A. I., bound from Calcutta to Hamburg, with a cargo of jute, value not reported, and a crew of 29 men.

Lost an anchor and 150 fathoms of chain at Fisherman's point, river Hooghly, as she was proceeding down under pilotage charge on the 29th May. No damage to vessel or cargo. No life lost.

JUNE.

75. **Isla-de-Luzon.**—A Spanish iron brig, of Barcelona, 2,580 tons register, official number not reported, age 17 years, was at Aden. Particulars of cargo and number of crew not reported.

This vessel arrived at Aden at 10-15 A.M. of the 3rd June with three blades of her propeller broken, but proceeded again without repairing.

76. **Oldenburg.**—A German screw steamer, of Bremen, 3,167 tons register, official number not reported, age 9 years, was at Colombo. Particulars of cargo and number of crew not reported.

This vessel arrived at Colombo, at 11-25 A.M. of the 5th June with machinery out of order and proceeded on her voyage shortly afterwards.

77. **Lakhamipasa.**—A British Indian ganjo, of Bombay, 94 tons register, official No. 4661, age 13 years, bound from Bombay to Porbander, with a cargo of rice, cotton seeds, oil, tea, cutlery, iron ware, etc., worth R6,125, and a crew of 9 men.

Sprung a leak at 6 P.M. of the 5th June at Porbander on the Kathiawar coast, and as she was entering the port she was dashed against a rock at high tide and was damaged to the extent of R500 to R700. Cargo to the amount of R1,428 was wetted and damaged. No life lost.

78. **Kilwa.**—A British screw steamer, of Glasgow, 993 tons register, official No. 78638, age 21 years, classed at Lloyd's, bound from Busra to Bushire and Bahrein with a general cargo, 50 passengers, and a crew of 77 men.

Grounded on Fasht-al-Yarim bank in the Persian gulf Lat. 26° 30′ N. Long. 50° 34′ E at 6 P.M. of the 6th June owing to a strong westerly current. The vessel sustained no damage. No loss of cargo. No life lost.

79. **Clan Grant.**—A British iron screw three masted steamer, of Glasgow, 2,071 tons register, official No. 86745, age 16 years, classed at Lloyd's 100 A. I., bound from Glasgow to Bombay and Calcutta, with a crew of 55 men, no cargo.

This vessel whilst proceeding to sea under pilotage charge, slipped her propeller at 12-47 P.M. of the 6th June when near the lightship off Bombay harbour, which entirely disabled her, and she had to return to her anchorage in tow of a tug which was sent to her assistance. No damage to cargo. No life lost.

80. **Antonia.**—A Russian wooden barque, of Abo, 938 tons register, official number not reported, age 23 years, bound from Rangoon to the English channel. Particulars as to cargo, number of crew, etc., not reported.

This vessel left Rangoon on the 8th May for the English channel and put back on the 8th June leaky. A survey was held on the 7th idem, and the surveyors found the vessel in fairly good condition, but she was making 2½ inches per hour, and they recommended the discharge of half the cargo and then another examination. The second survey recommended the discharge of the rest of the cargo and to be docked, stripped, caulked and remetalled. She was then surveyed by the Surveyor to Lloyd's Register of British and Foreign Shipping and found perfectly seaworthy. After reloading she proceeded on her voyage.

81. **Utile.**—An Italian twin screw steamer, of Genoa, 208 tons register, official No. 229, age 30 years, was at Swakin. Particulars as to cargo, number of crew, etc., not reported.

Grounded at 7-10 P.M. of the 9th June at Swakin in the Red sea; she was towed off by the Egyptian Government steamer. After being repaired on one side, she was found to be much damaged on the other side, and in consequence of bad weather coming on she was considered beyond repair, and instructions were received to sell the vessel. Meanwhile all possible gear were saved and a quantity of coal salved. The value of the damage is not reported. No life lost.

82. **Mahadevpasa.**—A native craft, of Bombay, 64 tons register, official No. 4647, age 17 years, bound from Porbandar to Kurrachee and Bombay with a cargo of fish, wheat, etc, valued at R3,000, and a crew of 7 men.

This vessel while on her way from Kurrachee to Bombay encountered a severe storm and high seas near Ghodabaree and Miani on the 9th June and had her sail and mast carried away. It was considered necessary to jettison a portion of the cargo to save the vessel and the lives of the crew. The damage to the vessel is estimated at R75. The loss of the cargo is valued at R600. No life lost.

83. **Polynesia.**—A Norwegian wooden barque, of Grimstad, 605 tons register, official number not reported, age 8 years; bound from Tamatave to Rangoon. Particulars of cargo, number of crew, etc., not reported.

This vessel having struck a rock when leaving Tamatave went round to Rangoon on the 10th June to be docked for examination. Particulars of damage sustained by vessel or cargo not reported.

84. **Homeric.**—A British screw steamer of Glasgow, 1,633 tons register, official No. 105579, age 2 years, bound from Perim to Colombo. Particulars as to cargo, number of crew, etc., not stated.

This vessel arrived at Colombo from Perim at 12-45 P.M. of the 13th June with the thrust block damaged and sailed again shortly afterwards.

85. **Colonel Brown.**—A British Indian wooden schooner, of Chittagong, 116 tons register, official number not given, age 7 years, bound from Cheduba to Madras. No cargo. Number of crew not stated.

This vessel, whilst in Madras harbour, had her jib-boom broken, and some of her head gear carried away by the brig *Saffanathal Akthab* colliding with her. The latter vessel after dropping the 1st anchor forged ahead and collided with the schooner. The accident occurred at 5 P. M. of the 19th June and is attributed to the brig having too much way on her. No loss of cargo. No life lost. The damage to the schooner is estimated at R10.

86. **Irena.**—An Austro-Hungarian screw steamer, of Trieste, 1,288 tons register, official number not reported, age 19 years, classed at Lloyd's 100 A. I., bound from Mauri ius to Bombay, with a cargo of sugar, molasses, rum, etc. Number of crew not reported.

This vessel arrived at Bombay on the 21st June, when it was observed that fire had broken out in one of the holds of the steamer. It was put out within half an hour by playing water with all fire appliances. The hold where the fire originated contained sugar, molasses and rum, but the extent of damage done to the cargo and vessel is not reported. No life lost.

87. **Daulat Prasad.**—A native craft, of Cutch Mandvi, 73 tons register, official No. 4417, age 15 years, bound from Bombay to Cutch Mandvi, with a cargo of coir rope, corrugated iron sheets, iron bars, tobacco, Mauritius sugar, cotton twist, etc., valued at R5,000, and a crew of 9 men.

Encountered strong winds and high seas, which drove the vessel on a rock near Jaffrabad on the Kathiawar coast, at 3 P.M. of the 25th June. The vessel was damaged to the extent of R2,000. Cargo to the amount of R4,300 was lost, and about R700 damaged. No life lost.

88. **Hariprasad**—A native craft, of Navanagar, 177 tons register, official No. 4588, age 6 years, bound from Navanagar to Bombay and Jamnagar, with a cargo of wheat, flour, Mauritius sugar, dry chillies, kerosine oil, teak-wood, cotton seeds, and coal, etc., of the aggregate value of R 9,000, and a crew of 13 men.

Encountered strong winds and rough seas which drove the vessel on a rock near Jaffrabad on the Kathiawar coast at 4 P.M. of the 25th June. The damage to the vessel which was nearly broken to pieces is estimated at R7,500. The cargo lost is valued at R4,782; the cargo damaged is esti-mated at R4,218. No life lost.

89. **Marquis Bacquehem.**—An Austro-Hungarian screw steamer, of Trieste, 2,744 tons register, official number not reported, age 6 years, bound from Kobe to Trieste. Particulars of cargo and number of crew not reported.

This vessel was detained at Aden through a derangement of her machi-nery; boilers leaking on the 27th June. She sailed the next day on her voyage to Suez.

JULY.

90. **Moorgate.**—A British screw steamer, of London, 2,082 tons register, official No. 109951, age 1 year, classed at Lloyd's 100 A. I., bound from Bombay to Dunkirk. Particulars as to description of cargo and number of crew not reported.

This vessel arrived at Perim on the 4th July, and reported that she had sustained some damage to the ventilator of the main hold, and some water had got down into the cargo. After temporary repairs had been effected the surveyors pronounced her fit to proceed. The Master entered a protest here that the accident had occurred through stress of weather, and believed that the cargo was damaged. No life lost.

91. **Armand Behic.**—A French screw steamer, of Marseilles, 2,808 tons register, official number not reported, age 7 years, bound from Colombo to Australian ports. Particulars as to cargo and number of crew not stated.

This vessel whilst on her voyage to Australia, put back at Colombo on the 4th July with propeller out of order. On entering the port she fouled a buoy.

She proceeded however on her voyage, as no damage was apprehended. But this proved to be an erroneous supposition and the vessel had to return. It appeared that two blades of the propeller had been broken and another bent. These were replaced and the vessel proceeded on her voyage.

92. **Erne.**—A British iron ship of London, 1,528 tons register, official No. 91923, age 14 years, classed at Lloyd's 100 A. L. bound from New York to Calcutta with a cargo of kerosine oil and turpentine, value not reported, and a crew of 23 men.

This vessel when about four days' sail from New York encountered a severe gale of wind with squalls of hurricane force at 3·45 P.M. of the 9th July and was thrown on her beam ends. All moveables and boats were washed overboard; deck houses and decks were damaged; bulwarks damaged; coolie fittings washed away; part suit of sails blown away; a large quantity of sails were damaged; stores lost, and other damages to ship's fittings, etc., were sustained. Value of damage to vessel is estimated at ₹40,000. No damage to cargo. No life lost.

93. **Monarch.**—A British screw steamer, of Liverpool, 4,770 tons register, official No. 106880, age 2 years, classed at Lloyd's 100 A. L., bound from Calcutta to Hull with a general cargo, and a crew of 47 men.

This vessel when in Lat. 7°03' N. and Long. 61°09'E., Indian ocean had the first blade of the propeller broken at 5 A.M. of the 9th and the second and third blade at 3·30 A.M., and 3·15 P.M. respectively, of the 11th July. She consequently put in at Bombay to effect the necessary repairs, the estimated cost of which is not reported. No damage to cargo. No life lost.

94. **Vindobona.**—An Austro-Hungarian screw steamer, of Trieste, 2,689 tons register, official No. 4140, age 7 years, classed at the Austrian Veritas and English Lloyd's, bound from Kobe to Bombay and Kurrachee, with a general cargo, value unknown, and a crew of 64 men.

Lost the tail shaft and propeller whilst the vessel was standing off the port of Kurrachee, at 6·30 A.M. of the 10th July; Manora lighthouse bearing N.E. 6 miles distant. The accident was unaccountable as no flaw was discovered on examination of the shaft. On the vessel being shifted up the harbour the next day, by the Port Trust tug *Richmond Crawford*, she took the ground forward, but came off with the tide in a few hours without sustaining any damage. No loss of cargo. No life lost.

95. **Vita.**—A British screw steamer, of Glasgow, 501 tons register, official No. 97648, age 9 years, bound from Colombo to Negapatam, *vid* Pamban, with a general cargo, value unknown, 281 passengers, and a crew of 63 men.

Grounded amidships in 9 feet water at 11·58 A.M. of the 12th July, whilst proceeding towards Kundugal Point, Pamban Pass, Shingle island beacon bearing S. 22° E. She came off shortly afterwards without sustaining any damage. No loss of cargo. No life lost. The accident is attributed to the vessel being slightly too far over to the south side of the channel owing to an error of judgment on the part of the Pilot and absence of large scale chart including Shingle island and Kundugal Point.

96. **Strathnevis.**—A British screw steamer, of Glasgow, 2,303 tons register, official No. 104552, age 5 years, classed at Lloyd's 100 A. I., at Colombo. Particulars as to cargo and number of crew, etc., not reported.

This vessel having arrived at Colombo at 5-20 P.M. of the 14th July was detained there in consequence of air-pumps being out of order.

97. **Tennenfels.**—A German screw steamer, of Bremen, 3,564 tons register, official number not reported, age 1 year, classed at Lloyd's 100 A. I., was at Colombo. Particulars as to cargo and number of crew, not reported.

This vessel was towed into Colombo harbour at 5-20 P.M. of the 14th July by the steamer *Kentuck* with tail shaft broken. She discharged a part of her cargo, and a spare shaft having replaced the one broken, she proceeded on her voyage after a detention of about 14 days.

98. **Vortigern.**—A British screw steamer, of Glasgow, 1,982 tons register, official No. 99804, age 7 years, classed at Lloyd's 100 A. I., bound from Yokohoma to Colombo and New York, with a general cargo and a crew of 26 men.

This vessel put in at Aden with crank shaft and piston rod defective, when in Lat. 1° 26′ N. Long. 57° 56′ E. Arabian sea. The accident is reported to have occurred at 6 A.M. of the 15th July, and on the same being repaired she proceeded on her voyage. No loss of cargo. No life lost.

99. **Madagascar.**—A French screw steamer, of Havre, 1,693 tons register, official number not reported, age 9 years classed at Lloyd's 100 A. I., was at Galle. Particulars as to cargo and number of crew not reported.

This vessel arrived at Galle at 12-10 P.M. of the 16th July with damage to her dead lights. The cargo also was partly damaged by sea water and had to be discharged. Value not reported.

100. **Albion.**—A British screw steamer, of West Hartlepool, 2,373 tons register, official No. 98522, age 7 years, classed at Lloyd's 100 A. I., was at Suez. Particulars as to cargo, number of crew, etc., not reported.

Stranded on the north of Toussoum, Red sea, and put back into Suez at 8-55 A.M. of the 17th July with ten feet of water in the forehold. She was surveyed and it was recommended to discharge part of her cargo in forehold for further survey. She was surveyed again and 240 tons of cargo was discharged in the after hold to prevent grounding. The divers reported several rivets started, six frames bent, one web frame bent, and four plates stove in. After the necessary repairs had been completed, the vessel reloaded and proceeded on her voyage. The value of damage to vessel and cargo was not reported. No life lost.

101. **Prometheus.**—A British screw steamer, of Liverpool, 3,583 tons register, official No. 105387, age 3 years, was at Perim. Particulars as to cargo and number of crew not reported.

This vessel put in at Perim at 11-30 A.M. of the 20th July with high pressure cylinder cover broken. After the necessary repairs were executed she proceeded again on her voyage after two days, detention.

102. **Chittagong.**—A British screw steamer, of London, 1,241 tons register, official No. 85878, age 18 years, classed at Lloyd's 100 A. I., bound from Saigon to Colombo and Bordeaux, with a cargo of rice, and a crew of 36 men.

This vessel encountered a heavy head sea after passing Adjeh Head and sprung a leak. On arrival at Colombo she discharged a part of her cargo there, and it was found that a water closet pipe was damaged, also about 640 bags of rice. After effecting the necessary repairs she proceeded on the 10th July for Bordeaux. On the 28th idem she arrived at Perim with her high pressure piston broken, Lat. 2° 12′ N. Long. 56° 7′ E. Arabian sea. The repairs to these having been effected at a cost of £150 she proceeded on her voyage. No life lost.

103. **Arabia.**—A British screw steamer, of Greenock, 4,167 tons register, official No. 105587, age 2 years, classed at Lloyd's 100 A. I., bound from London to Aden and Bombay with a general cargo, and a full complement of crew, number not stated.

Grounded on soft mud in Victoria dock, Bombay harbour, at noon of the 28th July. The vessel having entered too far to the north of the dock channel, the engines were stopped; and as she had not sufficient speed with the flood tide full on her broadside, she drifted alongside the bank and remained there for half an hour till her head was towed round into the channel. She then proceeded into the dock. The vessel sustained no damage. No loss of cargo. No life lost.

104. **Walden Abbey.**—A British iron ship, of Liverpool, 1,754 tons register, official No. 84187, age 18 years, classed at Lloyd's 100 A. I., bound from Hamburg to Calcutta and Hull, with a cargo of linseed, value not reported. Number of crew not reported.

Collided with the steam tug "*Retriever*," at Mooneekhally Point, river Hooghly, as she was proceeding down under pilotage charge at 11 A. M. of the 28th July. The vessel in rounding Mooneekhally Point sheered very badly in the eddies and rushing ahead struck the attending tug, (which failed to get out of the way), on the starboard counter and carried away her bulwark plating to amidships; at the same time making a hole in her own bow plating, whilst both hawsers were badly chafed. The vessel was first towed to Budge Budge; but as it was found on examination that there was a hole in the ship's port bow, she was brought down to Calcutta for repairs. No damage to cargo. No life lost.

105. **Deepdale.**—A British screw steamer, of Sunderland, 1,650 tons register, official No. 81484, age 19 years, classed at Lloyd's 100 A. L., bound from Calcutta to Tuticorin, with a cargo of coals, and a crew of 45 men.

Grounded on the bar of the Gabtola channel, Hooghly river, at 1-45 P. M. of the 30th July, as she was proceeding down under pilotage charge. The accident is attributed to the bar in the Gabtola channel having closed up 2 feet since the departure of the vessel from Calcutta. The vessel had two of her stanchions strained. Value of damage not reported. No damage to cargo. No life lost.

AUGUST.

106. **Rajpootana.**—A British screw steamer, of Glasgow, 1,312 tons register, official No. 71688, age 25 years, bound from Calcutta to Bombay *viâ* coast ports, with a general cargo, 3 passengers, and a crew of 89 men.

Grounded off the mouth of the Devi river, Orissa coast, at 12-20 A.M. of the 3rd August. She came off again after 4 hours without any apparent damage. The *Rajpootana* left Calcutta on the 30th July and arrived at False Point at 6-10 A. M. of the 1st August. There a quantity of cargo was taken in on the 1st and 2nd. The work began on the 2nd at 6 A.M. at Nos. 2 and 3 hatches, and was completed at No. 2 hatch of which the 3rd Officer was in charge at 6-30 P.M.; the work having been continuous all day, except for intervals of meals. As soon as the loading was complete the ship proceeded on her voyage. The Captain was on the bridge until about 8 P.M., when he himself hove the lead and took cross-bearings to ascertain the ship's position. He then set the course, S. 42° W. by compass. At 8 P.M. the 3rd officer came on watch, and before he went

on the bridge the Captain pointed out to him the ship's position on the chart and the course set, wrote out and drew the 3rd Officer's attention to the night orders which the 3rd Officer signed, and pointed out that the soundings would decrease if the ship got set in, stating that owing to the freshets and the set of the tide which was then on the ebb, he expected that the ship would be set out and not set in. He left the bridge at 8-30 P.M. leaving the 3rd Officer in charge. In accordance with the orders, the 3rd Officer hove the lead every 15 minutes and took the dipping bearing of False Point light at 10-25 P.M. Throughout the 3rd Officer's watch the weather was fine, and the night dark, with a light wind from the S. W. Towards the end of his watch the weather became hazy on the landward side. The engines were making 52 revolutions steadily, giving a speed which the 3rd Officer reckoned at $8\frac{3}{4}$ knots an hour over the ground. At 10-57 P. M. when the patent log showed 35 miles run, the 3rd Officer altered the course as ordered to S. 67° W. by compass, S. 65° W. true, and maintained that course to the end of his watch. At about three minutes past midnight, the 2nd Officer relieved the 3rd Officer on the bridge, having read and signed the night orders, and having ascertained from the 3rd Officer the ship's course, the dipping bearing of False Point light, and the sounding at midnight. It was then a fine dark night quite clear to seawards, but heavy over the land which on that part of the coast lies low. There was a lascar on the look out on the starboard side of the forecastle head. When the 2nd Officer thought 15 minutes had elapsed, but probably earlier, he took a cast of the lead and got $11\frac{1}{2}$ fathoms. He went to the chart-room to compare his sounding with the 3rd Officer's sounding, and returned to the bridge. Very shortly afterwards the ship ran aground. The engines were at once stopped and reversed full speed, and the helm put hard over to starboard, but too late to prevent the ship stranding. The Captain at once took charge of the ship and states that he found the ship's head about S. W. and saw breakers extending from S. by E. to nearly N. W., not 200 yards distant. Soundings were taken round the ship, the wells were sounded, and measures were at once taken to extricate the ship from her position. She came off the ground shortly after 4 A.M. not having been damaged by the stranding and proceeded on her voyage at 5 A.M. on the course originally laid down by the Captain and arrived safely at her destination. No loss of cargo. No life lost.

A Court of Inquiry was held at Bombay to investigate the circumstances attending the grounding of the "*Rajpootana*" off the mouth of the Devi river. They held that the actual cause of the stranding was the miscalculation by the 3rd Officer of the distance run; and that he failed to detect his error by taking accurate soundings. They were of opinion that he was in error in regard to the actual soundings obtained and as to the speed of the ship over the ground, and that he committed an error of judgment in fixing the ship's position at 10-25 P.M. and consequently in altering the course at 10-57 P.M. They were not satisfied that these soundings were taken with the care which his responsibilities required while coasting along a low shore on a very dark night. They were also of opinion that it would have been a wise precaution on his part to have taken the bearing of False Point light when abeam and thereby to have verified the course the ship was actually making. He appears not to have sufficiently recognized the effect of the atmosphere in the monsoon season in reducing the range of visibility of even a first class light like that at False Point; but taking into consideration, with these circumstances, the fact that he had been on duty on deck from 6 A.M. to 6-30 P.M. and had gone on watch with practi-

cally no opportunity whatever of any rest, the Court considered that there was some palliation of his neglect of these precautions which absolve it from dealing with his certificate, and that it would be sufficient to reprimand the 3rd Officer for not showing greater care in carrying out the very responsible duties entrusted to him.

107. **Toxteth.**—A British iron ship, of Liverpool, 2,387 tons register, official No. 93721, age 12 years, classed at Lloyd's 100 A. I., bound from New York to Calcutta with a cargo of kerosine oil, value not reported, and a crew of 29 men.

This vessel on arrival in Calcutta from New York reported having experienced a hurricane in Lat. 40° S. and Long. 11° W. off Gough island, South Atlantic, at 6 P.M. of the 8th August, during which she was thrown on her beam ends. The midship bridge house with cabin store room, officers, and crew's quarters, were completely gutted, portion of the deck sheathing and cement in cabin ripped up, a quantity of sails, stores and equipments were lost, ventilators from bridge deck through the cabin smashed and torn up, allowing the water to get below during the gale, about one foot of water finding its way into the main hold, damaging the cargo; two boats were badly smashed and one boat washed overboard; main trestletrees to fore and main mast broken and damaged. Sails from aloft blown and cut away, sundry damages to standing and running gear, skylight on bridge-deck broken, bulwarks started, decks leaking, etc. The cargo was damaged by sea water. The value of damage to ship and cargo not stated. No life lost.

108. **Manora.**—A British steel screw three masted steamer, of Glasgow, 2,995 tons register, official No. 89908, age 16 years, bound from Calcutta to London, with a general cargo and a crew of 146 men.

Lost an anchor and 75 fathoms of chain at Diamond Harbour, river Hooghly, as she was proceeding down under pilotage charge at 10 A. M. on the 8th August. She also grounded at Garden Reach on the same day. No damage to vessel or cargo. No life lost.

109. **Madura.**—A British iron screw three masted steamer, of Glasgow, 1,273 tons register, official No. 68080, age 29 years, bound from Calcutta to Rangoon.

Grounded above No. 1 Track mark, Moyapore, Hooghly river, at 9-5 A.M. of the 8th August whilst proceeding down under pilotage charge. The vessel was turning on her port helm to come to an anchor when her heel tailed on the sand and she was swept into shoaler water and grounded. The accident is attributed to an error of judgment on the part of the Pilot.

110. **Shahzada.**—A British iron screw three masted steamer, of Liverpool. 1,046 tons register, official No. 78848, age 20 years, classed at Lloyd's 100 A. I., bound from Calcutta to Moulmein. Number of crew not reported.

Grounded at Budge Budge Reach, river Hooghly, as she was proceeding down under pilotage charge on the 10th August. The *Shahzada*, while keeping out of the way of an iron cargo boat, which was anchored in the middle of the channel in Budge Budge Reach, touched the left bank with her port bilge very slightly. No damage to vessel or cargo. No life lost.

111. **Federation.**—A British screw steamer of London, 1,570 tons register, official No. 91963, age 13 years, classed at Lloyd's 100 A. I., was at Colombo. Particulars of cargo and number of crew not reported.

Arrived at Colombo at 3-57 P.M. of the 11th August, with boiler tubes leaking. After the necessary repairs were effected, she proceeded again on her voyage after a detention of four days.

112. **Scottish Hills.**—A British iron ship, of Liverpool, 1,994 tons register, official No. 87854, age 16 years, classed at Lloyd's 100 A. I., bound from Port Townsend, U. S. A., to Calcutta and Dundee with a cargo of timber, valued at $14,093 and a crew of 27 men.

This vessel when in the Indian ocean encountered a tornado for several days previous to the 11th August, but apparently without sustaining any damage, nor was the cargo damaged, but it necessitated a deck load of the cargo being jettisoned to save the vessel and the lives of those on board.

113. **Woolwich.**—A British screw steamer, of London, 2,107 tons register, official No. 102820, age 6 years, classed at Lloyd's 100 A. I., bound from Calcutta to Rangoon, in ballast. Number of crew not reported.

Collided with the S. S. *Okhla* on the 12th August. The *Woolwich* was proceeding down under pilotage charge and was in the act of turning whilst the *Okhla* was lying at anchor at the coal jetty at Garden Reach, river Hooghly. The *Okhla* was rather seriously damaged on her side. No life lost.

114. **Okhla.**—A British screw steamer, of Glasgow, 3,436 tons register, official No. 104631, age 4 years, classed at Lloyd's 100 A. I., was lying at anchor at the coal jetty at Garden Reach, Calcutta, and bound for Bombay. Description of cargo and number of crew not reported.

(*For an account of a collision between this vessel and the "Woolwich" see Casualty Statement No. 113.*)

This vessel also grounded on the Upper Bellary bar, Hooghly river, as she was proceeding down under pilotage charge at 10-30 A. M. of the 13th August. The accident is attributed to a deterioration of the channel. She remained aground for 20 minutes. No life lost.

115. **Scindia.**—A British iron screw three masted steamer, of Glasgow, 2,050 tons register, official No. 80461, age 20 years, bound from Bombay to Calcutta, in stone ballast, and a crew of 89 men.

(*For an account of a collision between this vessel and the "Resolute" see Wreck Statement No. 42.*)

116. **Obra.**—A British screw steamer, of Glasgow, 3,496 tons register, official No. 104628, aged 4 years, bound from Bombay to Kobe and Yokohama, *vid* Tuticorin and Singapore, with a cargo of pressed bales of cotton, valued at R13,80,080, and a crew of 96 men.

This vessel when in the gulf of Manar was found to have been on fire at 5-50 A. M. of the 18th August, Tuticorin roadstead light-house bearing W. ½ N. 5¼ fathoms. On taking off the hatches on arrival at Tuticorin, smoke was found issuing from the starboard bunker hatch in which were pressed cotton bales, and from the charred condition of the bales it was evident that the fire must have been smouldering for some days past. Every effort was made to quench the fire which was successfully put out in about two hours time. A portion of the cargo was damaged; value estimated at R9,000. The vessel sustained no damage. No life lost.

117. **Clan Mackay.**—A British screw steamer, of Glasgow, 1,654 tons register, official No. 104539, age 5 years, classed at Lloyd's 100 A. I.; was at Suez. Particulars as to cargo, and number of crew, etc., not reported.

Collided with the *Orizaba* at 8 A.M. of the 18th August. The steamer had just left the Suez canal and entered the gulf of Suez when the "*Clan Mackay*" attempted to cross her bows. The *Orizaba* struck her hard close to the engine room. Within a couple of minutes the *Clan Mackay* sank aft as far as her spar deck, but having watertight bulk-heads, managed to keep afloat until she was beached. The *Orizaba* put off two of her boats to render help, but by this time the *Clan Mackay* was safely ashore and their services were not required. The *Orizaba* sustained only slight damage to her bows and proceeded on her voyage after a delay of about two hours. The value of damage to these vessels, or to the cargo, is not reported. No loss of life.

118. **Orizaba.**—A British screw four-masted steamer, of Liverpool, 3,497 tons register, official No. 93688, age 13 years, was at Suez. Particulars as to cargo and number of crew not stated.

(*For an account of a collision between this vessel and the "Clan Mackay" see Casualty Statement No. 117.*)

119. **Onipenta.**—A British screw steamer, of Glasgow, 3,420 tons register, official No. 106020, age 3 years, classed at Lloyd's 100 A. I., bound from Penang to Rangoon and Colombo, with a cargo of rice, value not stated, and a crew of 84 men.

This vessel while going through Duncan passage (Andaman Islands), Lat. 11° 0′ N. Long. 92° 28′ 30″ E. Bay of Bengal, felt a heavy shock followed by a few seconds vibration at 8·10 P. M. of the 21st August. The wells were sounded at once and a cast of the lead taken; but no alteration in the wells was found and the soundings gave 16 fathoms; South Brother island bearing S. 61° E. (true) distance about 8¼ miles. The engines did not ease down in any way, neither was the ship's way stopped. The shock and vibration are supposed to have been caused by a submerged wreck. The vessel sustained some trifling damage. No loss of cargo. No life lost.

120. **Afghanistan.**—A British screw steamer, of Sunderland, 2,190 tons register, official No. 109697, age 1 year, classed at Lloyd's 100 A. I., was at Suez. Particulars of cargo and number of crew not reported.

Grounded in going through the Suez canal section Small Bitter Lakes, Red sea, and arrived at Suez at 10·25 A. M. of the 21st August, in a leaky state. There were 12 feet of water in the forehold, and divers who were employed to examine the condition of the vessel's bottom, reported that eight rivets had gone and many broken, and one plate broken, besides the collision bulkhead, two plates and fourteen frames, buckled. They recommended the cargo to be discharged, preparatory to a second survey. They found 70 tons of sugar dry, the remainder in forehold wet. The vessel having completed the necessary repairs proceeded on her voyage.

121. **Afghan.**—A British iron screw steamer, of Bombay, 1,439 tons register, official No. 78572, age 22 years, classed at Lloyd's 100 A. I., was at Bombay. Particulars as to cargo and number of crew not reported.

This vessel having sprung a bad leak, was docked on arrival on the 25th August in Bombay harbour and examined; but no leaks having been found she had to undergo a further examination, but the result is not reported.

122. **Mohidin Cader Bux.**—A British Indian schooner, of Pamban, 48 tons register, official number not given, age 7 years, not classed, bound from Kulasekharapatnam to Tuticorin, in ballast, and a crew of 6 men.

This vessel when off Devil's Point, in the port of Tuticorin, Ceylon coast, broke adrift from her anchorage at 10 P. M. of the 25th August, whilst all hands except the Tindal and the bhundari were on shore ; the latter subsequently jumped over board leaving only the Tindal to navigate her. He succeeded in bringing her up the coast to Tuticorin ; but having no anchors or cables on board he ran the vessel ashore which damaged her to the extent of R30. No life lost. The accident is attributed to insufficient ground tackle.

123. **Coromandel.**—A British steel screw three masted steamer, of Greenock, 2,783 tons register, official No. 87418, age 14 years, bound from Bombay to Colombo with a general cargo, 7 passengers, and a crew of 147 men.

Collided with the S. S. *Kola* in Victoria dock, Bombay harbour, at 7-22 A.M. of the 30th August. The *Kola* was lying alongside the dock wall when she was ran into by the P. and O. Co.'s steamer *Coromandel* in consequence of the engines of the latter vessel not going full speed astern immediately after the order was received in the engine-room, and so her way could not be stopped in time. The *Coromandel* received no damage. The damage to the *Kola* is not known. No loss of cargo. No life lost.

124. **Kola.**—A British screw steamer, of Glasgow, 498 tons register, official No. 99576, age 9 years, classed at Lloyd's 100 A. I., was lying in Victoria dock, Bombay harbour, with a crew of 87 men. No cargo.

(*For an account of a collision between this vessel and the S. S. "Coromandel" see Casualty Statement No. 123.*)

125. **Darius.**—A British screw steamer, of Melbourne, 2,130 tons register, official No. 101707, age 2 years, classed at Lloyd's 100 A. I., was at Colombo. Particulars as to cargo, number of crew, etc., not reported.

This vessel was towed into Colombo harbour at 4-45 P.M. of the 31st August by the *Gulf of Ancud*, with tail shaft broken and propeller lost. She was surveyed here, and after the necessary repairs had been executed she proceeded on her voyage after a detention of 10 days.

SEPTEMBER.

126. **Courtfield.**—A British screw steamer, of London, 2,105 tons register, official No. 102821, age 6 years, classed at Lloyd's 100 A. I., bound from Calcutta to Hull, with a cargo of wheat and linseed, value not reported, and a crew of 41 men.

Grounded on the Moyapore channel, Hooghly river, as she was proceeding down under pilotage charge at 5-10 P. M. of the 14th September. The accident is attributed to a deterioration of the channel. No life lost.

127. **Dragoman.**—A British screw steamer, of Liverpool, 2,215 tons register, official No. 109428, age 1 year, classed at Lloyd's 100 A. I., bound from Batoum to Calcutta with a cargo of petroleum oil, value not reported. Number of crew unknown.

Grounded at Devil's point, Hooghly river, as she was proceeding up under pilotage charge at 3-30 P.M. of the 22nd September. After passing Moyapore Nun buoy at a distance of about a ship's length, the helm was starboarded, and the vessel sagged over to the westward and on to the sand. She was aground from 3-30 P. M. of the 22nd to 0-30 A. M. of the 25th September. She

put into dry dock, and on inspection it was found that the bottom generally, in the way of the flat keel of plate for about 30 feet in length, in the midship section of the vessel, principally in the wake of boilers, was set up out of line about 2½ inches. There was no fracture or leaky rivets in the way of the depression, or any buckled floors, the longitudinals only in this spot being slightly bent and about 10 feet of the fore length of the starboard bilge keel bent down, otherwise the bottom was perfectly sound and free from any fracture or leakage. The accident is attributed to an error of the Pilot. No loss of cargo. No life lost.

128. **Badamio.**—A native craft, of Porbander, 73 tons register, official No. 146, age 6 years, classed as a ganjo, bound from Porbander to Surat, with blocks and slabs of stones, valued at R260, and a crew of 8 men.

Stranded on the Madar rock at Porbander, Kathiawar coast, at noon of the 23rd September, having been driven thereto by the force of the current and high sea waves. The damage to the vessel is estimated at R 680. The cargo damaged is valued at R300. No life lost.

129. **Gaekwar.**—A British steel screw four masted steamer, of Liverpool, 2,742 tons register, official No. 97758, age 9 years, classed at Lloyd's 100 A. I., bound from Liverpool to Calcutta and Dundee, with a cargo of jute, value not stated, and a crew of 71 men.

Grounded on the Kaffree sand, river Hooghly, as she was proceeding down under pilotage charge at noon of the 23rd September. The vessel, in steaming down the river, put her helm hard a starboard to avoid colliding with a country boat. After clearing the boat, the helm was put hard aport again, but the ship did not answer it, and took the bank. She was aground for sixteen hours and was slightly damaged, having 3 plates bulged on port side. No loss of cargo. No life lost.

130. **John Davie.**—A British iron barque, of Calcutta, 972 tons register, official No. 72419, age 23 years, classed at Lloyd's 100 A. I., bound from Calcutta to Singapore. Particulars of cargo, etc., and number of crew not reported.

Grounded in the Gabtola channel, river Hooghly, at 10-55 A. M. of the 26th September, as she was proceeding down under pilotage charge. She was aground for about an hour and apparently sustained no damage. No life lost. The accident is attributed to an error of judgment on the part of the Pilot.

131. **Hydrose.**—A British Indian padow, of Cochin, 37 tons register, official No. 3, age 11 years, not classed, bound from Cochin to Bombay, with a cargo of oil-cakes valued at R1,800 and coir yarn valued at R1,070, and a crew of 10 men.

Capsized at Telaya, a sub-port of Tellicherry, at 4-30 P. M. on the 29th September. She was coming into the port of Telaya for fresh water and was about to anchor, when her rudder, the deepest part of the vessel, caught in a pinnacle of a sunken rock hitherto unknown, with only 10 feet of water; the vessel drawing nearly 11 feet. This held her fast, and the wind and current caused her to heel over, and being a low open vessel she filled at once and turned on her starboard side and lay in this position until righted. The vessel was damaged to the extent of R300. The cargo of oil-cakes was all lost and a portion of the coir; value estimated at R2,000. No life lost.

OCTOBER.

132. **Scottish Hills.**—A British iron ship, of Liverpool, 1,994 tons register, official No. 87854, age 16 years, classed at Lloyd's 100 A. I., bound from Port Townsend to Calcutta, description of cargo and number of crew not reported.

This vessel, when in Lat. 4° N. Pacific ocean, was struck by a tornado, lost all her sails, and sustained other damage aloft. Again in Lat. 42° S. Long. 17° W., she encountered a hurricane which threw her on her beam ends, washed her wheel away, damaged the rudder, split the rudder trunk and caused the vessel to leak. The port boat was smashed, and it was jettisoned; also wheel box smashed and jettisoned. The skylight on the house was also smashed. The main winch was torn up, taking away a portion of the main deck, besides sustaining other damages about the decks. She also encountered a gale when about 120 miles from the Sandheads, bay of Bengal, on or about the 1st October. Finding that the bulwark stanchions had started she jettisoned a portion of the cargo. Value of damage to vessel and cargo not reported. No life lost.

133. **Africa.**—A British screw steamer, of Glasgow, 1,299 tons register, official No. 68108, age 25 years, bound from Calcutta to Rangoon with a general cargo, and a crew of 89 men.

Collided with Sparks Street pontoon as she was being moved up the Rangoon river from the Phayre Street buoy to the pontoon, under charge of an Assistant Harbour Master at 6·40 A. M. of the 6th October. The tide was half ebb. The Harbour Master brought the vessel from the Phayre Street buoy nearly abreast of the pontoon, and a little above it. He let go the anchor about the usual place, so as to have about 30 fathoms of cable out when the vessel was alongside. In approaching the pontoon he gave the order to the Chief Officer to hold on the chain rather too late; the result being that the ship struck the pontoon before the cable checked her. The steamer struck the corner of the pontoon and slightly cracked one of her plates on the starboard side. Had there been a cork fender attached to the end of the pontoon, the plate would not have been cracked. The estimated value of the plate is not reported. No loss of cargo. No life lost.

A Court of Inquiry was held under Section 7 of the Indian Merchant Shipping Act V of 1883 to investigate the cause of the collision. The Court held that the Assistant Harbour Master committed an error of judgment in not holding on his chain sooner. They also considered that permanent fenders should be attached at each end of each jetty.

Under the orders of the Lieutenant-Governor of Burma the Harbour Master was warned to be more careful in future.

134. **Hydross.**—A British Indian munjee, of Tellicherry, 21 tons register, official No. 3, age 17 years, bound from Tellicherry to Ponani, with a cargo of salt, valued at R2,100, one super cargo, and a crew of 9 men.

This vessel, whilst crossing the Ponani river bar, Malabar coast, at 6 P.M. of the 6th October, bumped heavily, causing the rudder to give way under a heavy sea; the vessel being under sail, turned round and ran over a sand bank and capsized. The cargo being salt was nearly all washed away, value estimated at R1,950. The value of damage to the vessel is not reported. No life lost.

135. **Erzherzog Franz Ferdinand.**—An Austro-Hungarian screw steamer, of Trieste, official No. 9349, registered gross tonnage 5,900, age one year, classed at Lloyd's 100 A. I., bound from Calcutta to Trieste.

Grounded at Moyapore, above Devil point, Hooghly river, as she was proceeding down under pilotage charge at 1-30 P. M. of the 9th October. She was aground for two hours, but apparently sustained no damage. No life lost.

136. **Koningin Wilhelmina.**—A Dutch screw steamer, of Amsterdam, 2,839 tons register, official number not reported, age 3 years, classed at Lloyd's 100 A. I., was at Aden. Particulars as to cargo, number of crew, etc., not reported.

This vessel arrived at Aden at 5-50 P.M. of the 9th October with propeller out of order. She was examined by divers, and it was found that one blade of her propeller was broken. She proceeded again on her voyage under her own steam without repairing.

137. **Palki.**—A British Indian muchwa, of Revdanda, 5 tons register, official No. 761, age 13 years, bound from Alibag to Kalyan, with a cargo of unsalted fish, valued at Rs. 174 and a crew of 5 men.

This vessel left Alibag for Kalyan, and when she came opposite to Bhandup creek, she struck against a rock, and was capsized by the force of the wind at 4 A. M. of the 15th October, but sustained no damage. The whole of the cargo was lost. The vessel was refloated on the evening of the same day and brought to Chundni bander. No life lost.

138. **Jelunga.**—A British screw three-masted steamer, of Glasgow, 3,364 tons register, official No. 98596, age 9 years, classed at Lloyd's + 100 A. I., was in the gulf of Aden. Description of cargo and number of crew not reported.

This vessel when about 270 miles from Aden had her machinery slightly disabled. After the necessary repairs had been completed, she proceeded on her voyage at 10-50 A. M. of the 16th October.

139. **Salamati.**—A British Indian muchwa, of Ratnagiri, 7 tons register, official No. 11852, age 9 years, bound from Ratnagiri to Honavar, for fishing purposes, with a crew of 7 men.

Encountered high winds at 5-30 P. M. of the 26th October, when out in the open sea, and as she re-entered the mouth of the Honavar creek, Bombay coast, stranded in shallow water and was damaged to the extent of R200. No life lost. There was no cargo on board.

NOVEMBER.

140. **Ooryia.**—A British screw steamer, of Calcutta, 678 tons register, official No. 94301, age 12 years, bound from Calcutta to Chittagong and Rangoon, with a cargo of kerosine oil, valued at Rs. 1,12,500, and a crew of 56 men.

Grounded on a bottom of mud and sand abreast of No. A. and B. buoys, Chittagong river, at 2-30 P. M. of the 3rd November. The vessel sustained no apparent damage. No loss of cargo. No life lost.

141. **Naranpasa.**—A native craft, of Porbander, 65 tons register, official No. 164, age 4 years, bound from port Shiekh Janjira (Busrah) to Porbander, with a cargo of wet dates, valued at R3,100, and a crew of 7 men.

Encountered a heavy storm and high seas at 10 P.M. of the 7th November, near Chotila on the Kathiawar coast, and had her sail cloth torn and the pipe of the helm broken. To save the vessel and the lives of the crew about 154 bags of dates were jettisoned; value estimated at R500. The vessel was damaged to the extent of R30. No life lost.

142. **Arethusa.**—A British steel barque, of Greenock, 1,198 tons register, official No. 98314, age 8 years, classed at Lloyd's 100 A. I., bound from Rangoon to Bombay, with a cargo of rice, value not reported, and a crew of 18 men.

This vessel encountered a cyclonic storm of great violence, when in Lat. 12° 31′ N. to 12° 50′ N. Long. 87° 10 E. to 84° 40 E. Bay of Bengal from the 9th to the 11th November and was damaged to the extent of £700. The storm lasted for 44 hours, and the vessel was on her beam ends for 30 hours. The cargo was partly damaged. No life lost.

143 **Annaletchmy.**—A British Indian wooden brig, of Negapatam, 122 tons register, official No. 6 of 1897, age 8 years, bound from Karikal to Negapatam, with a cargo of rice, value not stated, and a crew of 12 men.

Encountered a severe hurricane, with hard driving rain and boisterous high seas at 11 A.M. of the 12th November on the Negapatam roads, Madras coast. The vessel dragged from her anchor, and it became necessary to have her fore and main masts cut away by the crew. The damage to the vessel is estimated at R3,000. No loss of cargo. No life lost.

144. **Ramasawmy.**—A British Indian wooden schooner, of Tuticorin, 114 tons register, age 1 year, official number not given; bound from Cuddalore to Porto Novo and Kalisekarapatnam with a cargo of rice, paddy and cumbroo, value not stated, and a crew of 13 men.

Stranded at noon of the 12th November opposite the fishing hamlet at Kaveripatnam near Tirumallavasal, in the Tanjore district, owing to a strong north-east gale. The cable of the anchor was cut and the tiller of the rudder was broken. The damage to the vessel is estimated at R10,000. The cargo damaged is valued at R1,700. No life lost.

145. **Lady Gordon.**—A British screw steamer, of London, 316 tons register, official No. 95448, age 11 years, classed at Lloyd's 100 A. I., bound from Colombo to Jaffna with a general cargo, value not reported, 60 passengers and a crew of 41 men.

Broke her tail shaft and stern tube at 5-20 P.M. of the 14th November when two miles east of Cachetwu, in Palk's strait, Ceylon coast. She was towed into Colombo harbour by the S. S. *Lady Havelock*. No loss of cargo. No life lost. The vessel was insured for £6,000.

146. **Kentmere.**—A British iron four masted barque, of London, 2,347 tons register, official No. 87,141, age 16 years, classed at Lloyd's 100 A. I., bound from Calcutta to New york, with a cargo of jute cuttings. Number of crew not reported.

This vessel whilst hauling out of moorings grounded at noon of the 14th November, and remained aground till 3 A.M. When the tide came in the stern lines parted and the *Kentmere* went athwart other vessels in the tiers; several buoys passing under her bottom, and one being sunk. She was docked for survey having made whilst aground some 6 feet of water. She sustained no damage. No loss of cargo. No life lost.

147. **Falcon.**—A British screw steamer, of Sunderland, 114 tons register, official No. 106414, age 3 years, classed at Lloyd's 100 A. I., bound from Aden to Berbera and Zeila, with a general cargo and cereals, 20 passengers, and a crew of 35 men.

Stranded in Lat. 11° 29′ 36″ N. Long. 43° 35′ E. gulf of Aden, at 9-30 A. M. of the 15th November owing to the buoys being out of position. No damage to cargo. No life lost.

148. **Cowrie.**—A British screw three masted steamer, of London, 3'155 tons register, official No. 105791, age 3 years, classed at Lloyd's 100 A. I., was at Perim. Particulars as to cargo and number of crew not stated.

This vessel put in at Perim, at 1-45 P. M. of the 16th November, with air pump gudgeon brackets out of order. After the necessary repairs had been completed, she proceeded on her voyage after a detention of two days.

149. **Sirdar.**—A British screw steamer, of Newcastle, 2,264 tons register, official No. 110325, age 1 year, classed at Lloyd's 100 A. I., bound from Batoum to Calcutta and Dundee, with a cargo of jute, value not reported, and a crew of 100 men.

This vessel, bound for Dundee with jute, was proceeding down the Hooghly river, under pilotage charge, when the cargo in the forepeak caught fire whilst she was at Diamond Harbour, between the 18th and 19th November. She immediately returned to Calcutta, but the fire in the meanwhile had been extinguished before she arrived. A portion of the cargo was damaged and had to be discharged to allow of the vessel being surveyed. Value of the damage to vessel and cargo not reported. No life lost.

150. **Lightning.**—A British iron screw steamer, of Calcutta, 2,122 tons register, official No. 98336, age 8 years, classed at Lloyd's 100 A. I., bound from Calcutta to Hong-Kong, Penang and Singapur, with a general cargo, and a crew of 122 men.

Collided with the S. S. *Wanaka* at Nynan, river Hooghly, as she was proceeding down under pilotage charge, at 10-45 A. M. on the 30th November. The *Lightning* had her starboard quarter about the poop, and a few feet from above the main deck to below the poop extensively damaged. The value of the damage is estimated at 8 750 Mexican dollars. The *Wanaka* sustained no damage. No loss of cargo. No life lost. The accdient is attributed to the *Wanaka* not answering her port helm when in close proximity to the *Lightning*.

151. **Wanaka.**—A British screw steamer, of Dunedin, New Zealand, 1,572 tons register, official No. 95018, bound from Calcutta to Colombo, with a cargo of coals, value not reported, and a crew of 32 men.

(*For details of a collision between this vessel and the "Lightning," see Casualty Statement No. 150.*)

DECEMBER.

152. **Rampasa.**—A native craft, of Navibander, 88 tons register, official No. 49, age 7 years, classed as a kotia, bound from Navibander to Porbandar, in sand ballast, and a crew of 6 men.

Encountered a strong northerly breeze and high seas at 6 P. M. of the 4th December, between Navibander and Porbander, which having forced her down

caused a large quantity of water to come in and broke the planks. The damage to the vessel is estimated at between R5 to 700. No life lost.

153. **Onda.**—A British screw steamer, of Glasgow, 3,410 tons register, official No. 105967, age 4 years, classed at Lloyd's 100 A. I., bound from Calcutta to Bombay. Particulars of cargo, etc., and number of crew not stated.

Grounded on the Mooneekhally sand, river Hooghly, as she was proceeding down under pilotage charge on the 6th December. The accident is attributed to a defect in the steering gear. No damage to vessel or cargo. No life lost. She was aground for nearly an hour.

154. **Naraymprasad.**—A British Indian muchwa, of Malwan, 38 tons register, official No. 2959, age 41 years, bound from Vingorla to Bombay, with a general cargo consisting of myrabolams, cashu kernels, etc., valued at R2,979-12, and a crew of 10 men.

Stranded on a sunken rock and sprung a leak at 11 A.M. of the 11th December. The accident occurred at Mora, about one mile to the south of Malwan. The damage to the vessel is estimated at R100, cargo to the value of R36 was lost, and about R125 worth was damaged. No life lost.

155. **Rampersad.**—A native craft, of Dwarka, 51 tons register, official No. 71, age 22 years, not classed, bound from Bassein to Calicut and Beypore, with a cargo of salt, valued at R3,600, and a crew of 6 men.

This vessel left Bassein and anchored at the port of Calicut, and after the medical inspection, was proceeding on to Beypore, when she ran on a rock inside of Cootee reef and was damaged on the 15th December to the extent of R500. The whole of the cargo was lost. No life lost.

156. **Den of Airlie.**—A British screw steamer, of Dundee, 2,275 tons register, official No. 104732, age 4 years, classed at Lloyd's 100 A. I., bound from London to Kurrachee and Bombay, with a general cargo, 3 passengers, and a crew of 57 men.

This vessel on arrival at Bombay at 8-30 P. M. of the 18th December was found to be on fire amongst the cargo in the after'tween deck peak. There was stowed away under the poop deck about 80 to 100 tons of Government stores, consisting of gunpowder, cordite, dynamite, and gun-cotton, and immediately under this deck there was general cargo consisting of lampblack, turpentine and other goods of a combustible nature; several cases of the lampblack were found entirely consumed. The compartment holding the Government stores was flooded with water and also the after'tween deck where the fire broke out. A good deal of damage was done to the cargo, but very little to the vessel. No life lost. The fire was extinguished by the steamer's own fire service.

157. **Yeshwanti.**—A British Indian muchwa, of Ratnagiri, 6 tons register, official No. 9161, age 39 years, classed as an open boat, bound from Honavar to Ratnagiri, with a cargo of salted fish, valued at R600, and a crew of 5 men.

This vessel, whilst entering the Rajewda creek, Bombay coast, struck on the bar and broke up at 1 P. M. of the 20th December. The damage to the vessel is estimated at R150; cargo to the amount of R200 wasdamaged. No life lost.

158. **Danaletchmy.**—A British Indian wooden brig, of Coconada, 244 tons register, official No. 2 of 1897, age 33 years, bound from Akyab to Maungdaw, with a cargo of paddy in bulk, and a crew of 19 men.

Stranded on the bank of the Naaf river at the entrance of the Kyemkhally creek, at 1 P. M. of the 20th December and capsized. The vessel in proceeding down the river jammed her steering gear, got into a whirlpool and stranded. She was damaged to the extent of ₹3,000; cargo to the amount of ₹1,200 was lost. No life lost.

159. **Pekin.**—A British steel paddle steamer, of Glasgow, 250 tons register, official No. 93337, age 13 years, bound from Mandalay to Rangoon, with a general cargo, value unknown, 24 passengers, and a crew of 55 men.

This vessel had an explosion of gas from the oil fuel in the after storage tank, at 5-30 P.M. of the 21st December whilst lying alongside the bank at Myinmu on the Irrawaddy river, Burma coast. She had the after deck started and partially burnt, and the deck beams buckled. The value of the damage is estimated at ₹2,000. The cargo lost is valued at ₹500. No life lost.

160. **Umta.**—A British screw steamer, of Glasgow, 3,451 tons register, official No. 108743, age one year, classed at Lloyd's 100 A. I., bound from Calcutta to Bombay, with a general cargo, and a crew of 94 men.

Grounded at Garden Reach, river Hooghly, as she was proceeding down under pilotage charge at 11-30 A. M. on the 21st December. She was aground from 11-30 A. M. to 1 P. M. No damage to cargo. No life lost. The accident is attributed to an error of judgment on the part of the Pilot.

161. **Waroonga.**—A British screw steamer, of Brisbane, 1,609 tons register; official No. 86749, age 17 years, bound from Bombay to Calcutta. Particulars of cargo, etc., and number of crew not stated.

Grounded on the Jellingham sands, river Hooghly, as she was proceeding up under pilotage charge at 10-30 A. M. of the 22nd December. She was aground for about a quarter of an hour, but sustained no damage. No life lost.

162. **Duke of Westminster.**—A British steel screw four-masted steamer, of Barrow, 2,423 tons register, official No. 83982, age 17 years, classed at the British Corporation, bound from London to Port Said and Brisbane *viâ* coast ports, with a general cargo, value not reported, 56 passengers, and a crew of 86 men.

This vessel caught fire in No. 1 hold, whilst in the gulf of Aden on or about the 23rd December. It was extinguished before any damage could be done to her. A portion of the cargo in the forehold was either burnt, or damaged by water, and some of it was jettisoned, value not reported. The cause of the fire is not known. No life lost.

163. **Sugar Prasad.**—A native craft, of Jodiya, 80 tons register, official number not reported, age 4 years, classed as a muchwa, bound from Jodiya to Busrah with specie valued at ₹3,440, and a crew of 8 men.

Stranded at midnight of the 23rd December, on a rock in Kharig island north of Bushire, in the Persian gulf, sprung a leak and was damaged to the extent of ₹300. Value of damage to one of her boats is estimated at ₹50. She was subsequently deserted, but the Tindal managed to save the specie. No life lost.

164. **Gulf of Trinidad.**—A British steel screw steamer, of Glasgow, 1,495 tons register, official No. 93197, age 12 years, classed at Lloyd's 100 A. I.,

bound from Glasgow to Bombay and Calcutta, with six passengers, and a crew of 28 men. No cargo.

This vessel, when 63 miles from Bombay, broke the saddle of the high pressure engine on the 27th December. She put back to Bombay to have a new saddle cast and fitted, value not reported.

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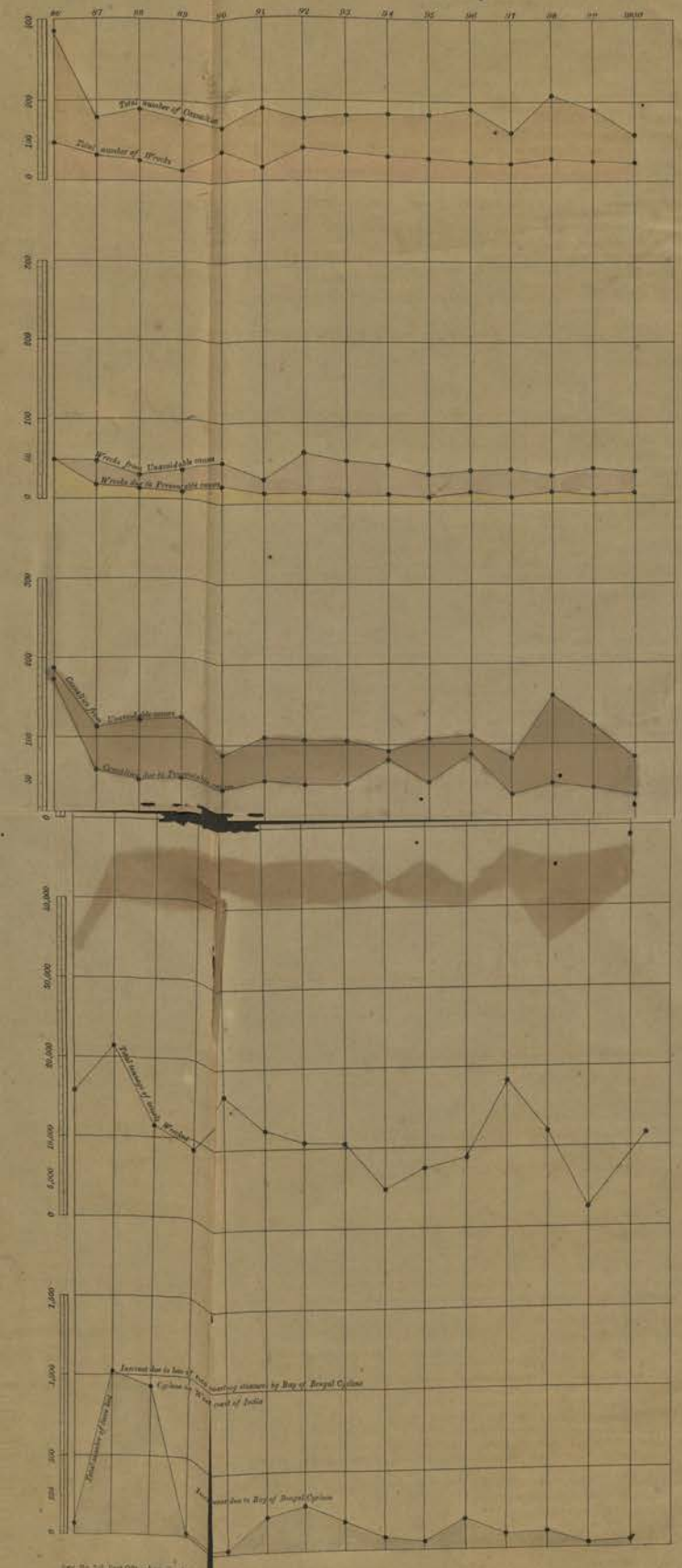
DIAGRAM.

Shewing Comparative Numbers of Maritime Wrecks and Casualties, Total Tonnage, and the Number of Lives Lost; reported to the Indian Wreck Department, Calcutta, from the year 1886 to 1900 inclusive.



Lithe., S. I. D., Calcutta.

GOVERNMENT OF INDIA

FINANCE AND COMMERCE DEPARTMENT.

SEPARATE REVENUE, ETC.

COMMERCE AND TRADE—CASUALTIES.

RETURN

OF

WRECKS AND CASUALTIES

IN

INDIAN WATERS

FOR THE YEAR 1900.

TOGETHER WITH A CHART SHOWING THE POSITIONS IN WHICH THEY OCCURRED, AND A DIAGRAM SHOWING COMPARATIVE NUMBERS OF THE REPORTED MARITIME CASUALTIES, ETC., THE TOTAL TONNAGE, AND THE NUMBER OF LIVES LOST, FOR THE PAST TWENTY-FOUR YEARS.

PREPARED BY

E. J. BEAUMONT, COMMANDER, R.I.M.,

OFFICIATING PORT OFFICER AND REGISTRAR OF WRECKS.

CALCUTTA:

OFFICE OF THE SUPERINTENDENT OF GOVERNMENT PRINTING, INDIA.

1901.

CALCUTTA:
OFFICE OF THE SUPERINTENDENT OF GOVERNMENT PRINTING, INDIA,
8, HASTINGS STREET.

REVIEW.

THE record will show that there have not been many disasters in Indian waters this year, as compared with those of previous years, nor any of such a serious nature as to call for particular notice. There have been altogether 50 reported wrecks and 119 casualties, making a total of 169 cases. The wrecks included 5 British and Foreign vessels, 30 British Indian vessels, and 15 Native craft; and the casualties, 76 British and Foreign vessels, 34 British Indian vessels, and 9 Native craft. The total of 169 wrecks and casualties consisted of 30 collisions, 9 founderings, 84 strandings, and 46 miscellaneous cases. These wrecks and casualties occurred in 22 different localities in Indian waters. It will be noticed that the largest number of accidents occurred on the Bombay coast, where no less than 14 vessels were totally wrecked and 30 met with accidents which were due either to preventible or unavoidable causes; 19 occurred on the Burma coast, and of these there were 18 casualties and only one vessel was reported to have been lost; 17 occurred in the Hooghly river, of which there were two wrecks and 15 casualties. Only two casualties occurred on the Madras coast. The rest aggregating 86 occurred in the minor ports scattered over the Indian Peninsula, the Indian Ocean and the Red Sea.

Of the British vessels wrecked, the S.S. *Bahaduri* is reported to have collided with the S.S. *Sabarmati*, off the Oyster light-house, Karwar, on the 4th April, and sank in 6½ fathoms of water, leaving her masts and funnel visible above water. There appears to be no prospect whatever of salving her. The S.S. *Indra*, a vessel of 3,923 tons register was lost about 28 miles S. S. W. of Cape Guardufui on the east coast of Africa. The accident was due to set of currents; but no Court of Inquiry was held to investigate the matter. The S.S. *Jubedu* grounded twice between the 7th and 16th September at Budge-Budge and Roychuck Reach, river Hooghly, as she was proceeding down under pilotage charge. She was beached at the latter place and finally broke in two on the 22nd September. The accident is attributed to the vessel having sprung a leak through having received a strain when ashore off Fort Gloster Mills, or when breaking out of moorings at Budge-Budge. The *Pudda*, a British Inland steel flat, belonging to the India General Navigation and Railway Company, caught fire and grounded in the Nalchiti river, Lower Bengal, where she broke her back and sank. The origin of the fire is unknown. The steam launch *Bass* and the steamer *Kasi*—the former belonging to Messrs. Andrew Yule and Company, and the latter to the India General Navigation and Railway Company. These two vessels collided with each other in the vicinity of Garden Reach. The *Bass* in crossing the bows of the *Kasi* was cut in two and sank.

The following suggestions were made by Courts of Inquiry in the cases of certain vessels which met with accidents during the year. A copy of the proceedings and of the report of the Court in these cases were duly forwarded to the Government of India in the Department of Finance and Commerce, for information. The *Kokine*—This Court was held at Rangoon on the 9th March 1900, to investigate the cause of the fire whilst the vessel was lying in the Pegu river, on the night of the 25th February. The Court found that the oil fuel tank caught fire and the oil fed the fire until it burnt out. They considered that the donkey-boiler and fire-engine pumps ought to have been on deck, and that the owners ought not to have used the safety space as an oil tank; because the fire would have burnt itself out sooner if it had not been fed by the oil contained in it. In their opinion the safety space ought to have been placed between the boiler room and the fuel tank. If this had been the case, and the donkey-engine placed on deck, the vessel would not have been lost. The *Guide*, a Royal Indian Marine steamer, and the S.S. *Tura* with two flats in tow, belonging to the India General Navigation and Railway Company. In this case a Marine Court of Inquiry was held in Calcutta, on the 14th June 1900, under section 31 of Act VI of 1884 (the Inland Steam Vessels Act) at the instance of the Government of Bengal, for the purpose of making an investigation into the cause of the collision that took place between these two vessels near Fulta

Point. The Court found that a practice existed in the Hooghly river, of Inland steamers of small draft being required to keep out of the way of sea-going vessels by leaving the deep water channels to those vessels. They therefore suggested that if this rule is to be kept in force it should be definitely reduced in writing. The S.S. *Rajpootana* and the pilot brig *Guide*—A special Court of Inquiry was held at Rangoon on the 6th October 1900, under section 7 of the Indian Merchant Shipping Act V of 1883, to investigate the cause of the collision. In this case the Court considered that a Departmental rule should be framed, laying down the burning of flare-ups at intervals of not more than five minutes, and the flashing of the side-lights when a vessel is approaching in dark or dirty water. The S.S. *Bahaduri*—Two Marine Courts of Inquiry were held at Bombay on the 11th October and 3rd November, appointed by Government, to investigate the circumstances attending the grounding of this vessel, off Jakkan, on the coast of Cutch; and off Chorwar, on the coast of Kathiawar. In this case the Court recorded the opinion that the evidence, which is adduced before Marine Courts of Inquiry where vessels of this class have sustained damage, would be more reliable if the ordinary log book were properly kept on them, which could be produced before the Court and be a check on the very contrary evidence it has to deal with as in the present enquiry. The S.S. *Telena* and S.S. *Croydon*—A Court of Inquiry was held at Calcutta on the 8th December 1900, to investigate the cause of an outbreak of fire on board these steamers whilst lying in the Kidderpore docks. In this case the evidence as to the origin of the fire was most contradictory. The Court, however, after giving it their best consideration came to the conclusion that the fire originated on the water between the *Croydon* and the *Telena*, and was due to a piece of burning waste setting fire to oil floating on the surface of the water. They were of opinion that the Chief Engineer of the S.S. *Telena* while imagining that he was pumping the drainage oil from tank No. 3 into the cofferdam was in reality pumping it over the side. The Court, finding that no provision had been made in the Port Rules to prevent vessels discharging into the dock drainage oil, nor any rule, preventing vessels which had been laden with dangerous cargo, entering the dock before sufficient steps had been taken to ensure that they can cause no damage to the rest of the shipping in the docks, suggested that immediate steps be taken by the Port Commissioners to remedy these defects in the Port Rules.

The following analyses show (A) the causes to which the reported maritime wrecks and casualties are attributed; (B) a comparative statement of the reported number of maritime wrecks and casualties recorded in the Indian Wreck Department from the years 1879 to 1900 inclusive, showing respectively in the cases of British and Foreign vessels, British Indian vessels and Native craft, whether the disasters were due to unvoidable or preventible causes; (C) a comparative statement showing the reported number of maritime wrecks and casualties in Indian waters, the total tonnage of vessels wrecked, and the number of lives lost during the years 1865 to 1900 inclusive; (D) a tabular statement of the wrecks, and (E) a tabular statement of the casualties reported in Indian waters during the year.

A wreck chart of the Indian Ocean and a diagram showing the reported number of maritime wrecks and casualties in Indian waters, the total tonnage of vessels wrecked, and the number of lives lost, from the years 1886 to 1900, are also appended to this return.

E. J. BEAUMONT, *Commander, R.I.M.*,
Offg. Port Officer and Registrar of Wrecks.

PORT OFFICE;
Calcutta, 30th June 1901.

A.—Causes to which the reported maritime disasters are attributed.

	Collisions.			Founderings.			Strandings.			Other causes.		
	No.	Tonnage.	Lives lost.	No.	Tonnage.	Lives lost.	No.	Tonnage.	Lives lost.	No.	Tonnage.	Lives lost.
WRECKS.												
British and Foreign vessels.												
Steam	2	524*	...	...	...	...	2	6,057	...	...	...	...
Sailing	...	...	...	...	...	...	...	...	...	1	700	...
British Indian vessels.												
Steam	...	...	...	...	...	...	...	...	...	...	...	...
Sailing	2	60	...	5	298	...	20	757	4	3	24*	...
Native craft.	...	...	...	3	153	...	10	553	1	2	14	2
Total	4	584*	...	8	451	...	32	7,367	5	6	738*	2
CASUALTIES.												
British and Foreign vessels.												
Steam	22	29,556	...	1	1,217	...	31	48,558*	...	15	30,845	8
Sailing	3	2,140	...	...	...	...	...	...	...	4	5,669*	1
British Indian vessels.												
Steam	...	...	...	...	...	...	...	...	...	...	...	...
Sailing	1	9	8	...	...	...	19	1,117	2	14	5,999*	4
Native craft.	...	...	...	...	...	...	2	111	...	7	338	4
Total	26	31,711	8	1	1,217	...	52	49,786	2	40	37,451	17
GRAND TOTAL	30	32,295*	8	9	1,668	...	84	57,153*	7	46	38,189*	19

* Not including the tonnage of one British inland steamer, one British steam launch, one British inland flat, and three British Indian vessels not reported.

B.—Comparative Statement of the reported number of maritime wrecks and casualties recorded in the Indian Wreck Department from the year 1879 to 1900 inclusive, showing respectively British and Foreign vessels, British Indian vessels and Native craft.

Year.	Wrecks.						Total.	Casualties.						Total.
	British and Foreign vessels.		British Indian vessels.		Native craft.			British and Foreign vessels.		British Indian vessels.		Native craft.		
	Unavoidable.	Preventible.	Unavoidable.	Preventible.	Unavoidable.	Preventible.		Unavoidable.	Preventible.	Unavoidable.	Preventible.	Unavoidable.	Preventible.	
1879	11	11	176	18	68	5	289	76	35	58	10	11	2	192
1880	2	11	15	12	7	3	50	90	47	9	3	4	1	156
1881	6	9	28	9	8	3	63	97	49	29	14	5	2	196
1882	9	18	39	6	13	5	90	119	68	45	33	8	...	303
1883	5	10	2	10	12	6	65	148	88	57	29	9	5	336
1884	6	7	26	22	11	7	79	153	83	50	34	14	5	339
1885	12	24	19	14	12	6	87	155	35	25	29	10	4	358
1886	4	10	30	24	11	12	91	129	130	37	31	16	8	351
1887	9	9	21	5	19	5	68	51	43	41	47	14	4	160
1888	3	8	8	7	16	6	48	72	33	39	11	35	...	190
1889	5	3	22	2	10	1	43	80	40	36	7	10	1	74
1890	10	11	28	14	9	1	73	65	41	23	7	5	...	141
1891	7	5	16	2	6	3	39	67	71	45	4	5	2	192
1892	3	3	30	5	31	...	72	36	48	42	3	29	...	158
1893	6	4	36	6	9	...	61	46	54	48	4	9	1	62
1894	2	2	39	5	5	2	55	31	64	55	15	11	3	179
1895	4	3	28	9	5	...	49	48	35	55	17	6	1	163
1896	3	3	23	9	16	...	54	38	64	42	20	22	3	189
1897	4	6	34	4	9	...	57	33	27	43	8	9	...	120
1898	3	6	19	8	10	...	46	85	44	56	5	20	1	211
1899	1	3	39	4	6	1	54	84	37	22	3	17	1	164
1900	2	3	24	6	14	1	50	46	29	33	2	9	...	119

C.—Comparative Statement showing the reported number of maritime wrecks and casualties in Indian waters, the total tonnage of vessels wrecked and the number of lives lost during the years 1865 to 1900 inclusive.

Year.	Number of wrecks and casualties.	Total tonnage lost.	Lives lost.	Year.	Number of wrecks and casualties.	Total tonnage lost.	Lives lost.
1865	28	14,443	6	1883	401	21,760	62
1866	32	15,597	35	1884	418	17,109	78
1867	37	17,417	49	1885	445	45,257	65
1868	20	12,558	19	1886	442	15,402	205
1869	55	28,688	279	1887(g)	228	20,022	1,016
1870	44	14,809	81	1888(h)	238	11,739	917
1871	47	18,804	118	1889	217	9,029	35
1872(a)	116	14,238	143	1890	214	16,993	22
1873	42	12,120	3	1891	231	12,668	240
1874	69	16,656	85	1892	238	10,410	272
1875	62	11,193	65	1893	223	12,428	170
1876(b)	110	23,866	95	1894	234	5,180	84
1877(c)	163	26,847	242	1895	242	7,982	63
1878(d)	228	35 873	131	1896	242	8,147	168
1879(e)	481	32,541	357	1897	277	18,141	96
1880	266	15,662	120	1898	257	11,979	75
1881(f)	259	17,814	186	1899	218	2,728	22
1882	393	29,272	155	1900	169	9,140	20

From the foregoing it will be seen that during the past 36 years, *viz.*, from 1865 to 1900 inclusive, the annual average of the reported wrecks and casualties in Indian waters has been 200; the average total tonnage lost was 16,987 and the average number of lives lost was 158.

Notes.—(*a*). Exclusive of four vessels supposed to have been lost.

(*b*). Does not include the 400 pilgrims lost in the *Hydree* and the 400 in the *Farad*, both wrecked in the Red Sea nor the Masters and crew of both these vessels.

(*c*). Not including the Master and crew of the *Ariadne* and the *Coda Bux* supposed to have foundered.

(*d*). Not including the Master and crew of the *Lady Rawlinson* supposed to have foundered, and also of the *Fattal Karrim, Fattay Rassak, Lady Amherst*, and *William Stevenson*. The total tonnage of the *Queenstown, City of Palaces, Fattal Kurrim, Fattay Rassak, Lady Amherst* and *William Stevenson* was not reported and is therefore not included.

(*e*). The number lost in the *Essex* was not reported.

(*f*). Does not include the missing ship *Nebo*.

(*g*). Does not include the number of lives supposed to have been lost in the *Lamport*.

(*h*). Not including the tonnage of one British Indian vessel and two Native craft which were not given.

TABULAR STATEMENT OF THE WRECKS.

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

D.—WRECKS reported in Indian waters

Number.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
1	DHANPRASAD	British Indian	8	Gogo Bhatha	Gogo
2	RUPAREL	Native craft	53	Nawabander	Bombay
3	FUTHEL CURREEM	Arabian baggalow	175	Beypore	Kurrachee
4	PARVATIPRASAD	British Indian	18	Veraval	Bhavnagar
5	ROOPAREL	Do. do.	...	Kurrachee	Jamnagar
6	RUPAREL	Do. do.	10	Broach	Kavi
7	BOAT No. 23	Native craft	19	Cocanada	Narsapur
8	RUBOT	British Indian	6	Gogo	Surat
9	BAMBOUT SARASVATI	Do. do.	4	Panjim	Honavar
10	PALAKHI	Do. do.	19	Bombay	Bankot
11	YASHAWANTI	Native craft	6	Bhatha	Bhavnagar
12	BRAHMANI	British screw steamer	524	Bombay	Mormugao
13	LAXUMIPRASAD	Native craft	50	Bassein	Mangalore
14	KADERI	British Indian	181	Azikkal	Cochin and Bombay
15	DHANPRASAD	Do. do.	14	Tarapur	Bhavnagar
16	KALIANPASA	Native craft	98	Bhavnagar	Bombay
17	PIRAMADAT	Do. do.	35	Ketibander	Anjar
18	LAXMIPRASAD	Do. do.	10	Yandola	Bhavnagar
19	HARRIET	British Indian brig	98	Karikal	Colombo
20	MACHAVO DARIA DOLAT	Native craft	5	Bombay	Dholera
21	FALLERI BHAWANI	British Indian	4	Warodabander	To sea
22	RUPAREL	Native craft	13	Cambay	Bhavnagar
23	ALIMADAT	Do. do.	90	Bombay	Porbander
24	RUPAREL	British Indian	28	Bombay	Bhavnagar
25	CARGO BOAT No. 10	Do. do.	33	Jambu	False Point
26	HARI PASHA	Native craft	59	Cutch Mandvi	Kurrachee and Bombay
27	SALAMATI	British Indian	33	Jaffrabad	Bombay
28	DARIA DOLAT	Do. do.	14	Gogo	Surat
29	LUXUMIPRASAD	Do. do.	32	Do.	Mahuva and Bombay
30	DOULAT PRASAD	Do. do.	51	Bhavnagar	Bombay
31	SAKHARIA	Do. do.	10	Jaffrabad	Ditto
32	INDRA	British screw steamer	3,923	New York	Colombo
33	MACHANO PINDARIO	Native craft	23	Bet	Porbander
34	JUBEDU	British screw steamer	2,134	Calcutta	Bombay
35	MOKOLOS ROHOMAN	Do. Indian schooner.	138	Narraingunge	Chittagong
36	BHAWANI PRASAD	Do. Indian	10	Honavar	Kumta
37	FUTTEH KHAIR	Do. do.	16	Khombree	Kurrachee
38	FUTTHEL KHAIR	Do. do.	...	Muscat	Do.
39	PUDDA	British cargo flat	700	Narraingunge	Calcutta
40	RAMPUSSA	British Indian	98	Keti	Bombay
41	HUSSEIN	Native craft	80	Mandvi	Nicobar and Calcutta
42	SHAH-IN-SHAH	British Indian brig	173	Akyab	Adirampatam
43	MACHAVA MACHERI	Native craft	4	Bhavnagar	Bhatha
44	SENHAR DE ESPERANZA	Portuguese Indian	42	Goa	Bombay
45	BASS	British steam launch	...	At Calcutta	
46	HARIPRASAD	British Indian	10	Nagothna	Bombay
47	NARAYAN PRASAD	Do. do.	15	Tadri	Kumta and Mangalore
48	ALIMADAD	Do. do.	23	Dholera	Bombay
49	MACHWA MACHERI	Do. do.	5	Bhatha	Gogo
50	YANOUNG	British Burman schooner.	46	Mergui	Rangoon and Tavoy

during the year 1900.

Date of wreck.	Position of wreck and name of shoal, etc.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	Number of lives lost or saved.
January 10th	Near Pieam Pir at Gogo	Gulf of Cambay	Stranding.—Heavy weather	All lost	None lost.
Do. 18th	About 8 miles from the village of Agar in Dahanu.	Bomby coast	Do. Do.	Do.	Do.
Do. 27th	Near the Cootee reef at Calicut.	Malabar do.	Do. Tides and currents.	Partially lost and partly damaged.	Do.
Do. 28th	Near the Bhavnagar light house.	Gulf of Cambay	Collision with the S.S. *Ponani*. Error of the Master of the steamer.	Do.	Do.
February 1st	Latitude 23° 37', Longitude 67° 00'.	Arabian sea	Capsized.—Heavy weather	Do.	Do.
Do. 22nd	Near Dashan village, Nerbuda river.	Gulf of Cambay	Fire.—Unknown	Do.	Do.
Do. 28th	At Antervedi, Godaveri river mouth.	Madras coast	Stranding.—Error of the Tindal	Partially lost	Do.
March 1st	At the Tapti bar.	Gulf of Cambay	Do. Heavy weather	All lost	3 lost.
Do. 17th	On the Honavar bar, two miles from the Custom House.	Bombay coast	Do. Error of the Tindal.	Partially lost.	None lost.
Do. 21st	Four miles north of the Kundari island.	Do. do.	Foundering.—Heavy weather	Do. do.	Do.
Do. 30th	Bhavnagar creek	Gulf of Cambay	Stranding.—Tides and currents	All lost	Do.
April 4th	About 3¼ miles from the port of Karwar.	Bombay coast	Collision with the S.S. *Sabarmati*.—Error of the Master of the *Brahmani*.	Do.	Do.
Do. 6th	In the Bassein creek	Do. do.	Foundering.—Heavy weather	Do.	Do.
Do. 7th	At the entrance of the Cochin river.	Malabar do.	Stranding.— Do.	Partially lost.	Do.
Do. 22nd	Within the limits of Umergaon.	Bombay do.	Capsized.—Heavy weather	All lost.	Do.
May 3rd	At Bhagwa Dandi near Surat.	Do. do.	Stranding.—Tides and currents	Do.	Do.
Do. 5th	Between the Turshian and Khobar mouths of the Indus river.	Sind do.	Do. Heavy weather	Do.	Do.
Do. 6th	Near the Bhavnagar light house buoy.	Gulf of Cambay	Capsized.— Do.	Do.	Do.
Do. 8th	To the south of Ramasseva-ram.	Gulf of Manar	Stranding Do.	Do.	Do.
Do. 24th	Near Bhavani's Kol in Mahuva	Kathiawar coast	Do. Tides and currents	Do.	Do.
Do. 30th	At sea opposite Undi near Waroda.	Bombay do.	Do. Heavy weather	None lost	Do.
June 5th	Near Nova Bet	Gulf of Cambay	Foundering.— Do.	All lost	Do.
Do. 7th	On a rock opposite the temple of Somnath.	Kathiawar coast	Do. Tides and currents.	Partially lost.	Do.
Do. 15th	At Umbrat Danti	Bombay do.	Do. Heavy weather	Do.	Do.
July 27th	Latitude 20° 30' N. Longitude 86° 47' East.	Bay of Bengal	Stranding.— Do.	None lost.	Do.
August 3rd	At Usarai, a sub-port of Kelwa	Bombay coast	Do. Do.	Partially lost.	Do.
Do. 13th	At Joo in the Thana district.	Do. do.	Do. Do.	.....	Do.
Do. do.	Near the wharf in Surat bander, Tapti river.	Do. do.	Do. Tides and currents.	All lost.	Do.
Do. do.	Near the Manori Custom House.	Do. do.	Foundering. Heavy weather	In ballast.	Do.
Do. do.	At Yerangal in the Thana district.	Do. do.	Stranding.— Do.	.....	Do.
Do. 14th	At Allewadi in the Thana district.	Do. do.	Do. Do.	Partially lost.	Do.
Do. 20th	About 28 miles S. S. W. of Guardafui.	Africa, east coast	Do. Tides and currents	Do.	Do.
Do. 30th	In the Porbander creek	Kathiawar do.	Do. Do.	Do.	Do.
September 7th and 22nd.	At Budge-Budge and Roychuck creek.	Hooghly river	Do. and sprung a leak — Sprung a leak.	Do.	Do.
September 9th	At Fezermar chur near Hathia.	Chittagong coast	Do. Tides and currents.	All lost.	Do.
Do. 18th	At the Honavar bar	Bombay do.	Do. Heavy weather	Partially lost.	Do.
Do. 21st	At the Dubba mouth of the Indus river.	Sind do.	Do. Do.	All lost	Do.
Do. do.	At the Khai mouth of the Indus river.	Do. do.	Do Error of the helmsman.	Do.	1 lost.
Do. do.	In the Nalchiti river	Lower Bengal	Fire and stranding — Unknown.	Do.	None lost.
October 10th	Off the Tursia mouth of the Indus river.	Sind coast	Stranding — Heavy weather	Do.	Do.
Do. 23rd	Twenty-five miles N.E. of Puri	Orissa do.	Do. Do.	Do.	1 lost.
Do. 24th	Near the Negapatam light house.	Coromandal do.	Foundering—Old and rotten	None lost	None lost.
November 5th	Near Vadgam Batha	Gulf of Cambay	Capsized — Tides and currents	.....	2 lost.
Do. 14th	Off Bankot, Latitude 17°42' N., Longitude 72° 52' E.	Bombay coast	Collision with the S.S. *Patna* — Error of the Tindal.	All lost	None lost.
Do. 19th	Garden Reach	Hooghly river	Do. with the S.S. *Kasi* — Error of the Tindal.	.....	Do.
Do. 23rd	On a rock in the Nagothna creek.	Bombay coast	Stranding—Tides and currents	Partially lost.	Do.
Do. 26th	Northern end of sandspit at the entrance of the river.	Malabar do.	Do. Error of the Tindal.	Do. do.	Do.
December 10th	About half a mile from the island of Pigam.	Gulf of Cambay	Do. Tides and currents	All lost	Do.
Do. 15th	On a sand bank at Kacharia.	Do. do.	Do. Do.	Do.	Do.
Do. 18th	On the eastern sand, Rangoon river.	Burma coast	Foundering—Heavy weather	...	Do.

TABULAR STATEMENT OF THE CASUALTIES.

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

E.—CASUALTIES reported in Indian

Number.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
1	TULSIPRASAD	British Indian.	8	Tarkarly	Dabhol
2	PATNA	Do. screw steamer	1,164	Busrah	Kurrachee and Bombay
3	HARRIPUSSA	Do. Indian.	...	Cutch Mandvi	Kurrachee
4	ASKA	Do. screw steamer	148	Ammapatam	Colombo
5	FALKLAND	Do. iron barque	2,676	Middlesboro'	Calcutta and Hamburg
6	PALESTRINA	Do. screw steamer	2,209	Calcutta	Hamburg
7	BEZWADA	Do. do.	3,270	Do.	Rangoon
8	DAOLAI	Do. Indian.	45	Bombay	Surat
9	SOORAYPRASAD	Native craft	8	Bhatha	Bhavnagar
10	JAMNAPRASAD	British Indian.	33	Bombay	Whittle bander
11	ALIMADAT	Native craft	49	Kurrachee	Porbandar
12	YESHWANTI	British Indian.	9	Nagothna	Karanja and Bombay
13	PALAKHI	Do. do.	32	Bombay	Porbandar
14	JAIRSAD	Arabian buggalow	62	In Bombay harbour	
15	LALAI	British Indian	37	Keti	Bombay and Porbander
16	KALINADI	Do. screw steamer.	75	Mormugao	Jaygad and Bombay
17	GOA	Do. do.	1,217	In Bombay harbour	
18	ARARA	Do. do.	2,481	Barry	Colombo and Rangoon
19	SADALPRASAD	Native craft	46	Bombay	Porbandar
20	SIMLA	British screw steamer	1,039	Do.	Bushire and Busrah
21	DALLAH	Do. inland steamer	229	Fenchuganj	Morrelganj and Calcutta
22	SCOTLAND	Do. do.	126	Sunderbunds	
23	RUPAREL	Do. Indian	11	Karanja	Surat
24	JATTRA	Do. screw steamer	138	Colombo	Tondi
25	KOKINE	Do. do.	890	Grangemouth	Penang and Singapore
26	SHAHASALAMATI	Do. Indian	6	Nigade	Bombay
27	LALPOORA	Do. screw steamer	2,124	Rangoon	Colombo and Bombay
28	ALIBAG	Native craft	34	Bombay	Madhavpur
29	DWARKA	British screw steamer	760	Kurrachee	Cutch Mandvi and Porbander
30	WRAGGOE	Do. do.	1,835	Cardiff	Colombo and Moulmein
31	BEZWADA	Do. do.	3,270	Rangoon	Bombay
32	MAULADI	Do. Indian	10	Bombay	Jaitapur
33	PURULIA	Do. screw steamer	993	Calcutta	Akyab and Chittagong
34	NEWTON HALL	Do. do.	2,675	Singapore	Rangoon and Liverpool
35	CAMORTA	Do. do.	1,351	Do.	Rangoon
36	WINCHESTER	Do. do.	2,087	Baltimore	Suez and Vladivostock
37	SHIV PRASAD	Do. Indian	10	Kumta	Shirali
38	THAKORPRASAD	Do. do.	47	Billimora	Bombay
39	FIREFLY	British paddle steamer.	51	Plying in the Rangoon river	
40	SABARMATI	British screw steamer	523	Bombay	Murmagao
41	LORRAINE	Do. iron barque	828	East London	Rangoon
42	MARIA TERESA	Austrian screw steamer.	57	Colombo	Bassein and Port Said
43	SALAMAT KHER	Native craft	99	Beypore	Calicut and Kurrachee
44	GLENCLOVA	British steel barque	2,246	Calcutta	Hamburg
45	MAROTEEPRASAD	Do. Indian	9	Hangarkotta	Mangalore
46	SANDURANG	Do. do.	6	Revdanda	Uran
47	DEN OF OGIL	Do. screw steamer	2,522	Cardiff	Port Said
48	KHODABUX	British Indian	17	Agashi	Bhavnagar
49	MYAN OUNG	Do. Burman schooner.	161	Moulmein	Car Nicobar

waters during the year 1900.

Date of casualty.	Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	Number of lives lost or saved.
January 6th	At the entrance of the Sarjekot creek.	Bombay coast	Stranding.—Heavy weather	Partially lost and partly salved.	None lost.
Do. 10th	Off Surat	Do. do.	Collision with a fishing boat—Error of the 2nd mate.	None lost	Do.
Do. 11th	Off the entrance to the Kurrachee harbour.	Sind do.	Capsized.—Heavy weather	Partially lost	3 lost.
Do. do.	Pamban Pass	Ceylon do.	Stranding.—Defective steering gear.	None lost	None lost.
Do. 15th	At Calcutta	Hooghly river	Fire.—Unknown	Partially damaged.	Do.
Do. 17th	Sankral sands	Do. do.	Collision with the *Beswada*.—Error of the pilot of that vessel.	None lost	Do.
Do. do.	Ditto do.	Do. do.	Do. with the *Palestrina*.—Error of the Pilot of the *Beswada*.	Do.	Do.
Do. 18th	Off Birdi, in Umbergaon	Bombay coast	Stranding—Heavy weather	Partially lost and partly damaged.	Do.
Do. 19th	Near the Bhavnagar light house.	Gulf of Cambay	Capsized.— Do.	Partially lost.	4 lost.
Do. do.	About 10 miles from the Dholera light house.	Do. do.	Stranding.—Tides and currents.	All lost.	2 do.
Do. 20th	Near Dwarka	Kathiawar coast	Loss of cargo.—Heavy weather	Partially lost.	None lost.
Do. 21st	Revas creek	Bombay do	Collision with a fishing stake—Tides and currents.	All lost	Do.
Do. 22nd	Off Porbander	Kathiawar do.	Loss of cargo —Heavy weather	Partially lost.	Do.
Do. 23rd	Off Mazagon, Bombay harbour.	Bombay do.	Fire.—Unknown	Partially damaged.	Do.
Do. do.	Off Surat	Kathiawar do.	Loss of cargo—Heavy weather	Partially lost.	Do.
Do. 24th	Between Dabhol and Harnai	Bombay do.	Collision with a pattimar—latter not exhibiting light.	...	8 lost from the pattimar.
Do. 27th	Bombay harbour	Do. do.	Foundering.—Error of the 2nd Engineer.	Partially do	None lost.
Do. do.	In the Rangoon river	Burma do.	Stranding.—Error of the Pilot	None lost	Do.
February 2nd	Off Surat	Kathiawar do.	Loss of cargo.—Heavy weather	Partially lost.	Do.
Do. 5th	Rakat-at-Alli mud flat, off Bushire.	Persian gulf	Stranding.—Heavy weather	None lost	Do.
Do. do.	In the Bhaj Bajah river	Sunderbunds	Collision with the *Scotland*.—Error of the Master of the *Dallah*.	Do.	Do.
Do. do.	Do. do.	Do.	Do. with the *Dallah*.—Error of the Master.	Slightly damaged.	Do.
Do. 17th	Off the Vesawa creek	Bombay coast	Damage to vessel.—Old and worn out.	None lost	1 lost.
Do. 21st	On the outer reef channel, Pamban Pass.	Gulf of Manar	Stranding.—Tides and currents.	Do.	None lost.
Do. 25th	In the Pegu river	Burma coast	Fire.—Accidental	Do.	Do.
March, 1st	In the Dharamtar creek	Bombay do.	Stranding.—Tides and currents	Partially lost.	Do.
Do. 3rd	North dock channel, Bombay harbour.	Do. do.	Do. Accidental	None lost	Do.
Do. 5th	Off Porbandar	Kathiwar coast	Loss of Cargo.—Heavy weather	Partially lost.	Do.
Do. 12th	Between Dwarka and Porbandar.	Do. do.	Collision with a Native craft, the latter not exhibiting light.	None lost	Do.
Do. 12th	In the Moulmein river	Burma do.	Stranding.—Tides and currents	Do.	Do.
Do. 13th	North of the dock channel, Bombay harbour.	Bombay do.	Do. Do.	Do.	Do.
Do. 16th	Near Ambulgad	Do. do.	Do. Do.	Nearly all lost or damaged.	Do.
Do. 19th	On the D'Apres shoal west of Katubdia.	Chittagong do.	Do. Error of the Master	None lost	Do.
Do. 22nd	Latter Street wharf, Rangoon river.	Burma do.	Collision with the *Camorta*.—Accidental.	Do.	Do.
Do. do.	Do. do.	Do. do.	Do. with the *Newton Hall*—Accidental.	Do.	Do.
Do. 23rd	Straits of Babel Mandeb	Red sea	Stranding.—Error of the Master	Do.	Do.
Do. 29th	Near the bar of the Shirali river, North Kanara.	Bombay coast	Do. Tides and currents.	Partially lost and partly damaged.	Do.
Do. 30th	On a sandbank near the Bhat bar light.	Do. do.	Do. Do.	Partially lost.	Do.
April, 2nd	In the Rangoon river	Burma do.	Collision with a paddy boat.—Error of the Gunner in charge.	All lost from boat.	Do.
Do. 4th	About 3½ miles from the port of Karwar.	Bombay do.	Do. with the *Brahmini*—Error of the Master of the latter.	None lost	Do.
Do. 6th	Liffey Reach, Rangoon river	Burma do.	Do. with cargo boat No. 53—Heavy weather.	Do.	Do.
Do. 12th	In the Bassien river	Bombay do.	Do. with a cargo boat—Accidental.	Do.	Do.
Do. 16th	At the Dabhol bar, off the Anjanvel buoy.	Do. do.	Stranding.—Tides and currents.	Partially lost	Do.
Do. do.	On the Sangor roads	Hooghly river	Damage to rudder.—Unknown	None lost	Do.
Do. 21st	Southern sand spit, Mangalore harbour.	Bombay coast	Stranding.—Tides and currents.	Partially lost.	Do.
Do. 22nd	Between the ports of Koriai and Revdanda.	Do. do.	Do. Do.	Do.	Do.
Do. 30th	In the Suez Canal	Red sea	Do. Error of the Master	Do.	Do.
May 1st	At sea, opposite the Kosumba light house.	Bombay coast	Sprung a leak.—Unknown	All lost	Do.
Do. 5th	Lat. 13° 40′ N., Long. 95° 57′ E. Gulf of Martaban.	Burma do.	Damage to vessel.—Heavy weather.	None lost	Do.

E.—CASUALTIES reported in Indian

Number.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
50	KAPURTHALA	British screw steamer	721	Calcutta	Chittagong
51	MERGUI	Do do.	126	Moulmein	Tavoy
52	TURA	Do. inland steamer.	94	Calcutta	Cachar
53	JAMNAPRASAD	Do. Indian	28	Broach	Bhavnagar and Bombay
54	UNANIMA	Do. wooden barque	747	Port Louis	Alleppey and Bombay
55	HORSA	Do. screw steamer	1,901	Cardiff	Suez and Kurrachee
56	UMZINTO	Do. do.	1,160	Natal	Beira and Calcutta
57	ILBAFARE	Do. do.	223	Kangasanturai	Colombo
58	INDIA	Do. do.	2,591	Kurrachee	Bombay
59	AGLAIA	Do. do.	1,173	Trieste	Aden and Shanghai
60	CYRUS	Do. do.	2,174	Barry	Colombo and Calcutta
61	QUITO	Do. do.	2153	Suez	Bombay and Maizo
62	NEVASA	Do. do.	1,945	Singapore	Calcutta
63	FITZPATRICK	Do. do.	730		Penang
64	CULNA	Do. do.	1,464	Rangoon	Bombay
65	LINDON BATES	Do. steam and sail dredger.	68	Tyne	Bombay and Calcutta
66	SKIDBY	Do. screw steamer	2,421	Middlesboro'	Africa and Bombay
67	CRAFTSMAN	Do. do.	4,029	Liverpool	Port Said and Calcutta
68	VERALAKSHMI	Do. Indian brig	142	Muttupet	Pamban and Kayts
69	WOODCOCK	Do. screw steamer	48	Zeila	Aden
70	LUXUMI	Do. Indian	5	Mora	Rewas
71	CLAN MUNROE	Do. screw steamer	3,121	Calcutta	Colombo and London
72	KING ARTHUR	Do. do.	1,047	Busrah	Bushire and Bombay
73	MAROA	Do. do.	4,451	Rangoon	Colombo and Bombay
74	CASTLEVENTRY	Do. do.	1,915	Bombay	Calcutta
75	CHIVAKURUNADHA PURAVY	Do. Indian	112	Masulipatam	Tondi and Kaits
76	DIDO	Do. screw steamer	3,127	Middlesboró	Rangoon and Bombay
77	APHRODITE	Do. do.	2,568	Cardiff	Aden and Calcutta
78	MASHONA	Do. do.	2,704	New York	Hodeidah and Calcutta
79	AILSAWALD	Do. do.	1,881	Salina	Port Said and Bombay
80	EARLSCOURT	British iron barque	1,068	Liverpool	Calcutta and Tocopilla
81	MOSHTARI	Do. screw steamer	1,110	Bombay	Aden and Massawa
82	RAJPOOTANA	Do. do.	1,311	Calcutta	Rangoon
83	GUIDE	Do. wooden brig	250	Employed on Pilotage duty.	
84	AMEER	Do. screw steamer	2,682	Liverpool	Calcutta and Djiboute
85	COROMANDEL	Do. do.	2,783	Shanghai	Colombo and Bombay
86	CHANDA	Do. do.	1,305	Calcutta	Rangoon
87	KALYAN PRASAD	Do. Indian	91	Bombay	Cochin
88	THORNDALE	Do. screw steamer	1,854	London	Calcutta and Rangoon
89	ROOPAREL	Do. Indian	...	Bhavnagar	Karanja and Bombay
90	ALIMADAT	Native craft	92	Jafrabad	Porbander
91	LAKHMIPRASAD	British Indian	26	Bhavnagar	Whittlebandor
92	PARVATIPASA	Do. do.	113	Kurrachee	Bhavnagar
93	SEPAMALAI MATHAVIN CHILVANAYAGI.	Do. do.	28	Point Pedro	Trincomalee and Batticaloa
94	DARBAND	Do. steel flat	...	At Naraingunge	
95	MAHAMOODY HOODY	Do. Indian	17	Ponani	Calicut
96	BAHADURI	Do. screw steamer	829	Kurrachee	Bombay *vid* coast ports

waters during the year 1900—contd.

Date of casualty.	Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	Number of lives lost or saved.
May 5th	Engine house moorings	Hooghly river	Fire.—Accidental	None lost	5 lost.
Do. do.	Abreast of the Dallah coal sheds, Rangoon river.	Burma coast	Collision with the *Sladen*.—Error of the Harbour Master.	Do.	None lost.
Do. 9th	Fulta point	Hooghly river	Do. with the S.S. *Guide*.—Error of the Serang.	Do.	Do.
Do. 15th	Near the port of Bhugwa	Gulf of Cambay	Damage to vessel and cargo—Heavy weather.	Partially lost and partly damaged.	Do.
Do. 20th	Whilst at anchor in the Alleppey roadstead.	Malabar coast	Sprung aleak.—Heavy weather	None lost	Do.
Do. 27th	Lat. 14° 4′ 30″ N., Long. 42° 44′ E.	Red sea	Stranding.— Do.	Partially lost	Do.
June 5th	Magnet shoal, north coast of Madagascar.	Indian ocean	Do. Deterioration of channel.	None lost	Do.
Do. 12th	South entrance, Reef channel, Pamban Pass.	Ceylon coast	Do. Tides and currents	Do.	Do.
Do. 13th	Victoria dock, Bombay harbour.	Bombay do.	Fire.—Unknown	Do.	Do.
Do. 21st	Lat. 17° 46′ N., Long. 67° 57′ E.	Arabian sea	Damage to engine.—Unknown	Do.	Do.
Do. do.	Kidderpore docks	Hooghly river	Collision with the dock wall.—Defective engine.	Do.	Do.
Do. 25th	Princess' dock pierhead—Bombay harbour.	Bombay coast	Do. with the dock wall.—Defective engine.	Do.	Do.
Do. 26th	Latter street wharf, Rangoon river.	Burma do.	Do. with the *Fitzpatrick*.—Tides and currents.	Do.	Do.
Do. do.	Do. do.	Do. do.	Do. with the *Nevasa*.—Tides and currents.	Do.	Do.
Do. 28th	Between Elephant Point and Spit Tongue buoy.	Do. do.	Stranding.—Deterioration of channel.	Do.	Do.
July 4th	Off Bombay harbour	Bombay do.	Damage to vessel.—Heavy weather.	Do.	Do.
Do. 6th	Entrance of the Beira river	Africa east coast	Stranding.—Deterioration of the channel.	Do.	Do.
Do. 8th	No. 8 berth, Kidderpore dock, Calcutta.	Hooghly river	Fire.—Unknown	Slightly damaged.	Do.
Do. do.	Off Kovilam, Lat. 9° 45½′ N., Long. 79° 51′ E.	Ceylon coast	Stranding.—Heavy weather	Partially lost	Do.
Do. 11th	Zeila harbour	Gulf of Aden	Do. Error of the Master	None lost	Do.
Do. 12th	Off Dandi village	Bombay coast	Do. Heavy weather	Partially lost and partly damaged.	Do.
Do. 17th	Lat. 9° 35′ N., Long. 56° 35′ E.	Arabian sea	Damage to engine.—Accidental.	None lost	Do.
Do. 24th	Off Bushire	Persian gulf	Do. Unknown	Do.	Do.
Do. 26th	Prince's dock, Bombay harbour	Bombay coast	Collision with the dock wall.—Accidental.	Do.	Do.
Do. 28th	Off Kenery island	Do. do.	Damage to engine.—Heavy weather.	Do.	Do.
Do. 30th	Havelock Point, near False Point Devi.	Coromandel do.	Loss of cargo.—Heavy weather	Partially lost	Do.
Do. 31st	Lat. 7° 13′ N., Long. 83° 52′ E.	Bay of Bengal	Fire.—Unknown	None lost	Do.
August 8th	Hooghly Point	Hooghly river	Stranding.—Tides and currents	Do.	Do.
Do. 13th	Lat. 15° 11′ 15″ N., Long. 42° 32° 30″ E.	Red sea	Do Unavoidable	Do.	Do.
Do. 20th	On a bank to the north of Perim island.	Gulf of Aden	Do. Error of the Master	Do.	Do.
Do. 21st	Hastings moorings	Hooghly river	Collision with the *Dochra*.—Accidental.	Do.	Do.
Do. 23rd	Lat. 13° 38½′ N., Long. 42° 45½′ E.	Red sea	Stranding.—Tides and currents.	Do.	Do.
Do. 24th	Off Rangoon Pilot station	Burma coast	Collision with the *Guide*.—Accidental.	Do.	Do.
Do. do.	Do. do.	Do. do.	Do. with the *Rajpootana*.—Accidental.	Do.	Do.
Do. 26th	Fulta Point	Hooghly river	Stranding.—Defective steering gear.	Do.	Do.
Do. 29th	Victoria Dock, Bombay harbour.	Bombay coast	Collision with the dock wall.—Error of 2nd Engineer.	Do.	Do.
Do. 31st	Liffey Reach	Burma do.	Stranding.—Deterioration of the channel.	Do.	Do.
September 6th	On the Cochin bar	Malabar do.	Do. Error of the Tindal	Do.	Do.
Do. 8th	Below Budge-Budge	Hooghly river	Do. Tides and currents	Do	Do.
Do. 9th	Off Bombay harbour	Bombay coast	Capsized.—Heavy weather	Do.	D.
Do. 10th	Off Porbander	Kathiawar do.	Loss of cargo.—Heavy weather	Do.	Do.
Do. 14th	About half a mile from the Dholera light house.	Gulf of Cambay	Stranding.—Tides and currents.	Do.	Do.
Do. do.	On the Gopnath bar	Do. do.	Do. Do.	Partially lost and partly damaged.	Do.
Do. 16th	11 miles east of Point Pedro	Ceylon coast	Do. Heavy weather	Partly lost	Do.
Do. 17th	On the Lackhya river, opposite Narraingunge.	Bengal	Fire.—Unknown	All lost or damaged.	1 lost.
Do. 18th	On the Ponani bar	Malabar coast	Stranding.—Tides and currents.	Partly damaged.	None lost.
Do. 20th	Off Jakhan in the Gulf of Cutch.	Kathiawar do.	Do. Error of the Master.	None lost	Do.

E.—CASUALTIES reported in Indian

Number.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
97	LEANDER	Arabian barque	886	Abu Musa	Muscat and Calcutta
98	NEELAYATHATCHY	British Indian wooden brig.	126	Coconada	Negapatam
99	RYDAL HALL	Do. screw steamer	2,139	Barry	Suez and Aden
100	CLAN FRASER	Do. do.	2,285	Glasgow	Vizagapatam and Cochin
101	ARDFERN	Do. Inland steamer	...		Inland navigation
102	AFRICA	Do. do.	1,299	Rangoon	Calcutta
103	CHIGWELL	British screw steamer	1,191	Colombo	Singapore
104	TELENA	Do. do.	3,124	Batoum	Calcutta
105	CROYDON	Do. do.	2,410	Bombay	Do.
106	CLAN MONROE	Do. do.	3,121	Liverpool	Suez and Colombo
107	SHAVIL HAMMEED	Do. Indian	26	Ponani	Calicut
108	NARASINHA PRASAD	Do. do.	21	Badagara	Mulki
109	DEEPDALE	Do. screw steamer	1,650	Calcutta	Pondicherry
110	ATHIATHIL RAHIMAN	Do. Indian	20	Beypore	Kottakhal
111	THARIALACHMI	Do. do.	152	Cocanada	Pamban
112	LAXMIPRASAD	Do. do.	21	Umbergaon	Broach
113	MACHAMO RAMPASSA	Native craft	12	Porbandar	Mahuva
114	YARROWDALE	British screw steamer	1,908	Aden	Saleef and Calcutta
115	PAKIALETCHMY	Do. Indian wooden barque.	348	Negapatam	The Nicobars and Rangoon
116	DHANPRASAD	Native craft	47	Calicut	Porbander
117	VEDRA	British screw steamer	2,622	North Shields	Aden and Batoum
118	SALAMATI	Do. Indian	8	Visani	Bombay
119	KARAGOLA	Do. screw steamer	598	Calcutta	Sandoway and Rangoon

waters during the year 1900—*concluded.*

Date of casualty.	Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	Number of lives lost or saved.
September 20th	Sandheads	Hooghly river	Damage to vessel.—Heavy weather	None lost	None lost.
Do. 28th	At Negapatam	Madras coast	Sprung a leak.—Old and rotten.	Do.	Do.
October 1st	Latitude 13° 17′ N. Longitude 43° 11′ E.	Red sea	Stranding.—Heavy weather	Partly lost	Do.
Do. 23rd	Madras harbour	Madras coast	Do. Tides and currents	None lost	Do.
Do. 24th	At the junction of the Sone, Ganges and Gogra river.	Bengal	Do. Do.	All lost	Do.
Do. 25th	On the Dalla side, Rangoon river.	Burma coast	Collision with a cargo boat—Error of the Pilot.	None lost	Do.
November 7th	Off the Petroleum pier	Bombay harbour	Stranding.—Tides and currents.	Do.	Do.
Do. 23rd	Kidderpore docks	Hooghly river	Fire.—Floating oil on water	...	3 lost.
Do. do.	Do do.	Do do.	Do. Do.	None lost.	
Do. 27th	Latitude 12° 12′ N. Longitude 49° 08′ E.	Gulf of Aden	Damage to engine.—Unknown	Do.	None lost.
Do. 30th	Off Ponani, 2 miles north of the port.	Malabar coast	Capsized.—Heavy weather	Partially lost and partly damaged.	Do.
December 3rd	Three miles off Nileshwar	Do. do.	Do. Do.	...	Do.
Do. 7th	At Garden Reach just below Quaratine buoy.	Hooghly river	Stranding—Tides and currents.	None lost	Do.
Do. 9th	At the mouth of the Kottakhal river.	Malabar coast	Capsized.—Tides and currents	All lost	Do.
Do. 10th	Cocanada roadstead	Madras do.	Stranding.—Heavy weather	None lost	Do.
Do. 13th	Near the Lchira light, at the mouth of the Nerbudda river	Gulf of Cambay	Do. Tides and currents	All lost	Do.
Do. 18th	Near Gosa Bara	Kathiawar coast	Do. Do.	Partially lost and partly damaged.	Do.
Do. 22nd	Between Ras Isa and Ras Elboyed.	Gulf of Aden	Do. Deterioration of channel.	Do.	Do.
Do. 23rd	At Kamakasit, Rangoon river	Burma coast	Do. Tides and currents.	None lost	Do.
Do. 24th	Off Porbander	Kathiawar do.	Loss of cargo.—Heavy weather.	Partially lost.	Do.
Do. 26th	Latitude 18° 29′ N. Longitude 39° 55′ E.	Red sea	Damage to engine.—Accidental.	None lost	Do.
Do. 28th	In the Bankot creek, opposite the Custom House.	Bombay coast	Sprung a leak.—Tides and currents.	Partially lost	Do.
Do. 31st	Monkey Point channel, Rangoon river.	Burma do.	Stranding.—Tides and currents	None lost	Do.

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

SEPARATE REVENUE, ETC.

COMMERCE AND TRADE—CASUALTIES.

RETURN

OF

WRECKS AND CASUALTIES

IN

INDIAN WATERS

FOR THE YEAR 1901.

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY

TOGETHER WITH A CHART SHOWING THE POSITIONS IN WHICH THEY OCCURRED, AND A DIAGRAM SHOWING COMPARATIVE NUMBERS OF THE REPORTED MARITIME CASUALTIES, ETC., THE TOTAL TONNAGE, AND THE NUMBER OF LIVES LOST FOR THE PAST TWENTY-FIVE YEARS.

PREPARED BY

E. J. BEAUMONT, COMMANDER, R.I.M.

PORT OFFICER AND REGISTRAR OF WRECKS.

CALCUTTA:

OFFICE OF THE SUPERINTENDENT OF GOVERNMENT PRINTING, INDIA.

1902.

CALCUTTA :
GOVERNMENT OF INDIA CENTRAL PRINTING OFFICE,
8, HASTINGS STREET.

REVIEW.

THIS year's record is an uneventful one and though the number of wrecks and casualties aggregate 189, and exceed last year's record by 20, there have been comparatively a very small number of lives lost and the total tonnage lost very little over half of that of last year. It might have been considerably less but for the loss of the German screw steamer *Setos*, of 1,245 tons burthen, which collided with the S. S. *Daghistan* and sank in Bombay harbour in February of this year. The total number of lives lost by wrecks and casualties was 22, as against 34 of last year; and the total tonnage lost was 4,980, as against 9,140 of last year.

Of the 69 vessels wrecked there were 3 British, 1 Foreign, 51 British Indian vessels, and 14 Native craft. The casualties numbered 120 and embraced 55 British, 3 Foreign, 42 British Indian vessels and 20 Native craft. The total of 189 wrecks and casualties consisted of 23 collisions, 13 founderings, 100 strandings, and 53 miscellaneous cases. They occurred in 19 different localities embraced in Indian waters, that is to say, 57 on the Bombay coast, 25 in the gulf of Cambay, 24 in the Hooghly river, 16 on the Malabar coast, 15 on the Burma coast, 9 on the Chittagong coast, 3 on the Madras coast, and 40 occurred in other parts of India.

Besides the German screw steamer *Setos* mentioned above, there were 3 British vessels of smaller tonnage lost. The *Angelo* of 25 tons burthen, an unregistered steam launch belonging to the Irrawaddy Flotilla Company, in charge of a Serang, and carrying a large number of passengers on board collided with the S. S. *Firefly* at King's point, Rangoon river, and sank. No lives were lost. The flat *Sultana* was struck by the British steamer *Lawada*, belonging to the British India Steam Navigation Company at Garden Reach moorings and sank on the 22nd December. She was laden with a cargo of salt, valued at Rs. 14,000 which was entirely lost. A Court of Inquiry held to investigate the cause of the collision, was of opinion that the accident was due to the Assistant Harbour Master in charge of the *Lawada* not acting cautiously in taking the vessel up the river on a hazy morning at full speed, and that this action of his greatly contributed to the accident. The S. S. *Karagola*, belonging to the British India Steam Navigation Company, with mails from Rangoon, Sandoway, and Kyouk Phyau was lying along-side the Main wharf at Akyab, discharging cargo, when she caught fire. She had a cargo of rice and about 200 to 300 barrels of oil on board, she was on fire from 1 to 10 P.M. of the 20th April; and as there were no means of saving her, she was scuttled and sunk, and she now lies a wreck off the Main wharf. A Special Court of Inquiry was held at Akyab to investigate the matter. The evidence went to show that some of the barrels of oil were in an extremely leaky condition, that a quantity of oil leaked from the discharged barrels stowed on the wharf and collected on the surface of the water under the wharf, where it became ignited in some manner, and was the cause of the fire. The Court recommended that a supply of earth should be kept at the end of the wharf to put out promptly any fire caused by burning oil, and that the supply of water should be improved, and if possible a modern and more powerful engine should be provided. Three lives were lost during the fire.

The following analyses show (A) the causes to which the reported maritime wrecks and casualties are attributed; (B) a comparative statement of the reported number of maritime wrecks and casualties recorded in the Indian Wreck Department from the years 1879 to 1901 inclusive, showing respectively in the cases of British and Foreign vessels, British Indian vessels and Native craft, whether the disasters were due to unavoidable or preventible causes; (C) a comparative statement showing the reported number of maritime wrecks and casualties in Indian waters, the total tonnage of vessels wrecked, and the number of lives lost during the years 1865 to 1901 inclusive; (D) a tabular statement of the wrecks, and (E) a tabular statement of the casualties reported in Indian waters during the year.

A wreck chart of the Indian ocean and a diagram showing the reported number of maritime wrecks, and casualties in Indian waters, the total tonnage of vessels wrecked, and the number of lives lost, from the years 1886 to 1901, are also appended to this Return.

E. J. BEAUMONT, *Commander, R.I.M.*,
Port Officer and Registrar of Wrecks.

PORT OFFICE:
Calcutta, 30th June 1902.

A.—Causes to which the reported maritime disasters are attributed—

	Collisions.			Founderings.			Strandings.			Other causes.		
	No.	Tonnage.	Lives lost.	No.	Tonnage.	Lives lost.	No.	Tonnage.	Lives lost.	No.	Tonnage.	Lives lost.
WRECKS.												
British vessels.												
Steam	1	25	...	...	...	...	...	...	...	1	622	3
Sailing	1	170	...	...	...	...	...	...	...	...	...	...
British Indian vessels.												
Steam	...	...	...	...	...	...	...	...	...	...	...	...
Sailing	1	12	...	11	524*	2	35	1,611*	9	4	112*	...
Native craft of all nationalities.												
Steam	...	...	...	...	...	...	...	...	...	...	...	...
Sailing	1	...*	1	...	...	...	12	644	3	1	15	...
Vessels of Foreign nationality.												
Steam	1	1,245	...	...	...	...	...	...	...	...	...	...
Sailing	...	...	...	...	...	...	...	...	...	...	...	...
Total	5	1,452	1	11	524*	2	47	2,255	12	6	749	3
CASUALTIES.												
British vessels.												
Steam	13	13,171	...	...	...	...	23	50,163	...	17	40,647	...
Sailing	...	...	...	2	300	...	...	...	...	...	...	...
British Indian vessels.												
Steam	1	50	...	...	...	...	...	...	...	...	...	...
Sailing	3	332	...	1	37	...	23	863†	4	14	676	...
Native craft of all nationalities.												
Steam	...	...	...	...	...	...	...	...	...	...	...	...
Sailing	...	...	...	...	...	...	6	184	...	14	759†	...
Vessels of Foreign nationality.												
Steam	...	...	...	...	...	...	2	5,533	...	1	2,744	...
Sailing	...	...	...	...	...	...	...	...	...	...	...	...
Total	17	13,553	...	3	337	...	54	56,743	4	46	44,926	...
GRAND TOTAL	22	15,005	1	14	861	2	101	58,998	16	52	45,675	3

* Not including the tonnage of three British Indian vessels and one Native craft not given.
† Not including one British Indian vessel and one Native craft not given.

B.—Comparative Statement of the reported number of maritime wrecks and casualties recorded in the Indian Wreck Department from the year 1879 to 1901 inclusive, showing respectively British and Foreign vessels, British Indian vessels and Native craft.

Year.	Wrecks.						Total.	Casualties.						Total.
	British and Foreign vessels.		British Indian vessels.		Native craft.			British and Foreign vessels.		British Indian vessels.		Native craft.		
	Unavoidable.	Preventible.	Unavoidable.	Preventible.	Unavoidable.	Preventible.		Unavoidable.	Preventible.	Unavoidable.	Preventible.	Unavoidable.	Preventible.	
1879	11	11	176	18	68	5	289	76	35	58	10	11	2	192
1880	2	11	15	12	7	3	50	90	47	9	5	4	1	156
1881	6	9	28	9	8	3	63	97	49	29	14	5	2	196
1882	9	18	39	6	13	5	90	119	98	45	33	8	...	303
1883	5	10	2	10	12	6	65	148	88	57	29	9	5	336
1884	6	7	26	22	11	7	79	153	83	50	34	14	5	339
1885	12	24	19	14	12	6	87	155	35	25	29	10	4	358
1886	4	10	30	24	11	12	91	129	130	37	31	16	8	351
1887	9	9	21	5	19	5	68	51	43	41	47	14	4	160
1888	3	8	8	7	16	6	48	72	33	39	11	35	...	190
1889	5	3	22	2	10	1	43	80	40	36	7	10	1	74
1890	10	11	28	14	9	1	73	65	41	23	7	5	...	141
1891	7	5	16	2	6	3	39	67	71	45	4	5	2	192
1892	3	3	30	5	31	...	72	36	48	42	3	29	...	158
1893	6	4	36	6	9	...	61	46	54	48	4	9	1	62
1894	2	2	39	5	5	2	55	31	64	55	15	11	3	179
1895	4	3	28	9	5	...	49	48	35	55	17	6	1	163
1896	3	3	23	9	16	...	54	38	64	42	20	22	3	189
1897	4	6	34	4	9	...	57	33	27	43	8	9	...	120
1898	3	6	19	8	10	...	46	85	44	56	5	20	1	211
1899	1	3	39	4	6	1	54	84	37	22	3	17	1	104
1900	2	3	24	6	14	1	50	40	29	33	2	9	...	119
1901	1	3	46	6	12	1	69	44	15	35	6	19	1	120

C.—Comparative Statement showing the reported number of maritime wrecks and casualties in Indian waters, the total tonnage of vessels wrecked and the number of lives lost during the years 1865 to 1901 inclusive.

Year.	Number of wrecks and casualties.	Total tonnage lost.	Lives lost.	Year.	Number of wrecks and casualties.	Total tonnage lost.	Lives lost.
1865	28	14,443	6	1884	418	17,109	78
1866	32	15,597	35	1885	445	45,257	55
1867	37	17,417	49	1886	442	15,402	205
1868	20	12,558	19	1887 (*g*)	228	20,022	1,016
1869	55	25,688	279	1888 (*h*)	238	11,739	917
1870	44	14,809	51	1889	217	9,629	35
1871	47	18,804	118	1890	214	16,993	22
1872 (*a*)	116	14,238	143	1891	231	12,068	240
1873	42	12,110	3	1892	238	10,410	272
1874	69	16,656	85	1893	223	12,428	170
1875	62	11,193	65	1894	234	5,180	84
1876 (*b*)	110	23,866	95	1895	212	7,982	63
1877 (*c*)	163	26,847	142	1896	241	8,147	168
1878 (*d*)	228	35,873	131	1897	177	18,141	96
1879 (*e*)	481	32,541	357	1898	257	11,979	75
1880	206	15,662	120	1899	218	2,728	22
1881 (*f*)	259	17,814	186	1900	169	9,140(*i*)	34
1882	393	29,272	155	1901	189	4,980	22
1883	401	21,760	62				

From the foregoing it will be seen that during the past 37 years, *viz.*, from 1865 to 1901 inclusive, the annual average of the reported wrecks and casualties in Indian waters has been 200; the average total tonnage of vessels wrecked was 16,662; and the average number of lives lost was 154.

Notes.—(*a*) Exclusive of four vessels supposed to have been lost.
(*b*) Does not include the 400 pilgrims lost in the *Hydree* and the 400 in the *Jarad*, both wrecked in the Red Sea, nor the Masters and crew of both these vessels.
(*c*) Not including the Master and crew of the *Ariadne* and the *Coda Bux* supposed to have foundered.
(*d*) Not including the Master and crew of the *Lady Rawlinson* supposed to have foundered and also of the *Fattal Karrim, Fattay Rassak, Lady Amherst*, and *William Stevenson*. The total tonnage of the *Queenstown, City of Palaces, Fattal Karrim, Faitay Rassak, Lady Amherst* and *William Stevenson* was not reported, and is therefore not included.
(*e*) The number lost in the *Essex* was not reported.
(*f*) Does not include the missing ship *Nebo*.
(*g*) Does not include the number of lives supposed to have been lost in the *Lamport*.
(*h*) Does not include the tonnage of one British Indian vessel and two native craft which were not given.
(*i*) Does not include the tonnage of one British inland steamer, one British steam launch, one British inland flat and three British Indian vessels not given.

TABULAR STATEMENT OF THE WRECKS

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

D.—WRECKS reported in Indian

Number.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
1	MARSHET	British Indian	11	Belapur	Thana
2	KHATOWPASSA	Do. do.	33	Keti bandar	Porebandar
3	YEKADASHI	Do. do.	6	Jaitapur	Viziadurg
4	BHAWANI	Do. do.	7	Trombay	Revdanda
5	RAMPASA	Do. do.	65	Cochin	Calicut and Salaya
6	SETOS	German screw steamer.	1,245	Zanzibar	Mormugao and Bombay
7	FATTEMARI ALIMADAT	British Indian	24	Karwar	Malvan and Bombay
8	RANCHOD PASHA	Native craft	36	Mangalore	Karachi
9	SALAMATI	British Indian	2	Dabhol	Sea—for fishing purposes
10	THAKURPRASAD	Do. do.	47	Baliapatam	Calicut and Bhavnagar
11	ANGELO	British steam launch	25	Plying in the Rangoon river	
12	BHAWANI	British Indian	19	Revdanda	Bombay
13	KHATOWPASSA	Do. do.	93	Bombay	Calicut and Karachi
14	RUPAREL	Do. do.	54	Goa	Broach
15	LAXMIPRASAD	Do. do.	46	Bombay	Bhavnagar
16	PIRMADAD	Native craft	83	Karachi	Veraval and Kodinar
17	KARAGOLA	British screw steamer.	622	Rangoon	Kyouk Phyou
18	CHERIA ODO KAPRAL	British Indian	21	Androth	Calicut and Mangalore
19	RAMPERSAD	Do. do.	54	Mora	Calicut
20	DASTAGIRI UMBRA	Do. do.	23	Calicut	Mangalore
21	HYDROSE	Do. do.	54	Cochin	Tellicherry
22	ATHIATHUL VOHAB	Native craft	36	Beypore	Tellicherry and Cannanore
23	ABOOL KHAIR	Ditto	29	Cochin	Cannanore
24	ODY	British Indian	21	Kavretty	Mangalore
25	SALAMATHY	Do. do.	31	Akathy	Calicut and Mangalore
26	SALAMATY	Do. do.	28	Mangalore	Tellicherry
27	PUDIED	Do. do.	20	Kavretty	Calicut and Mangalore
28	MAHALSA PRASAD	Do. do.	27	Calicut	Mangalore and Tellicherry
29	ZANGIT	Do. do.	12	Belikeri	Uran
30	DHUNPERSAD	Native craft	32	Bombay	Calicut
31	DURGA PARAMESHWARI PRASAD	British Indian	35	Mangalore	Cochin
32	SANTERI KAMAKSHAI PRASAD	Do. do.	27	Calicut	Mulky
33	DARIA DOWLAT	Do. do.	44	Broach	Ponani
34	PANKIDA	Native craft	37	Mora	Bombay
35	TAWKALLY	British Indian	100	Karachi	Calicut
36	LUXMIPASSA	Native craft	94	Karachi	Cannanore and Calicut
37	RAMA PRASAD	British Indian	...	Broach	Tellicherry
38	KUNDASAMY PURAVY	Do. do.	212	Tuticorin	Ponani
39	HASHIM	Do. do.	...	Broach	Karachi
40	PADARUTH	Do. do.	130	Calcutta	Muscat and Cutch Mandvi
41	OOMEDPUSSA	Do. do.	...	Karachi	Cutch Mandvi and Gorabari
42	HARAKSAVAI	Do. do.	17	Umergaon	Broach
43	KASHIPRASAD	Do. do.	50	Bhavnagar	Matwad
44	MACHIMAR	Do. do.	9	Bombay	Viziadurg
45	SUBRAMANIA PURAVY	Do. do.	83	Tuticorin	Colombo
46	MARIA JOSEPHINE	Do. do.	99	At Tuticorin	
47	KARAMSHAHI	Do. do.	215	Kateef	Karachi
48	DARIA DOLAT	Do. do.	22	Kantia Jal near Bhagwa.	Talaja
49	LAXMI NARAYAN PRASAD	Do. do.	77	Bombay	Calicut and Malwan
50	STREE KRISHNA MURTY	Do do.	59	Naraingunge	Chittagong
51	PARVATI PRASAD	Do. do.	74	Bombay	Cochin and Cutch Mandvi
52	RAMBAN	Do. do.	40	Ditto	Revdanda
53	HARSINGAR	Do. do.	99	Cochin	Cutch

waters during the year 1901.

Date of wreck.	Position of wreck and name of shoal, etc.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	Number of lives lost or saved.
January 4th	In the creek between Karwar and Elephanta.	Bombay coast	Capsized.—Heavy weather	All lost	None lost.
Do. 22nd	Near the Mull mouth of the Indus river.	Sind do.	Stranding. Do.	Do.	Do.
Do. 26th	On the south of the Jaitapur creek.	Bombay do.	Do. Do.	...	Do.
February 5th	On the sand bank near Chaul between Alibag and Revdanda.	Do. do.	Do. Tides and currents	All lost	Do.
Do. 12th	Surat creek.	Do. do.	Foundering.—Heavy weather	Do.	Do.
Do. 14th	Bombay harbour.	Do. do.	Collision with the *Daghistan*—Error of the *Pilot of the Seas*.	Do.	Do.
Do. 18th	At the mouth of the Kelshi creek.	Do. do.	Stranding.—Heavy weather	Partially lost	Do.
Do. 19th	Veraval harbour.	Kathiawar do.	Do. Do.	Do. do.	Do.
Do. 21st	Near the Talkeshwar lighthouse.	Bombay do.	Capsized Do.	All do.	Do.
Do. do	At the mouth of the Dabhol creek.	Do. do.	Stranding.—Error of the Tindal.	Partially do.	Do.
Do. 24th	King's point, Rangoon river.	Burma do.	Collision with the *Firefly*—Error of the Serang of the *Angelo*.	All lost	Do.
Do. 25th	Bombay harbour.	Bombay do.	Stranding.—Tides and currents	Do.	Do.
March 4th	On the Mulky rocks	Do. do.	Foundering.—Sprung a leak	Not known	Do.
April 5th	Near Bhagwa bander.	Do. do.	Stranding.—Heavy weather	All lost	Do.
Do. 11th	North of the island of Piram	Gulf of Cambay	Do. Tides and currents.	Do.	Do.
Do. 19th	On a rock in the Veraval anchoring harbour.	Kathiawar coast	Do. Heavy weather	Partially lost	Do.
Do. 20th	On the Main wharf Akyab harbour.	Burma do.	Fire.—Accidental	Do. do.	3 lost.
Do. 27th	Inside the bar of the Mangalore harbour.	Bombay do.	Foundering.—Tides and currents	Do. do.	None lost.
Do. do.	At Varakal, Calicut roads	Malabar do.	Do. Heavy weather	All lost	1 lost.
Do. do.	Inside the bar of the Mangalore harbour.	Bombay do.	Do. Do.	...	None lost.
Do. do.	On the Tellicherry roads	Malabar do.	Do. Do.	All lost	1 lost.
Do. do.	On the Cannanore Fort rocks.	Do. do.	Stranding.—Heavy weather	Partially lost	None lost.
Do. do.	On the Cannanore roads opposite the light house.	Do. do.	Do. Do.	Do. do.	Do.
Do. do.	Inside the bar of the Mangalore harbour.	Bombay do.	Do. Tides and currents.	All lost	Do.
Do. do.	Ditto ditto	Do. do.	Do. Do.	Partially lost	Do.
Do. do.	Ditto ditto	Do. do.	Do. Do.	All lost	Do.
Do. do.	Ditto ditto	Do. do.	Do. Do.	Do.	Do.
Do. 28th	At Katpudi off Beykul	Do. do.	Do. Do.	Do.	2 lost.
Do. do.	At the port of Kodar	Do. do.	Collision with a native craft.—Error of the Serang.	Partially lost	None lost.
Do. do.	At Varakal on the Calicut roads.	Malabar do.	Stranding.—Heavy weather	Do. do.	Do.
Do. do.	One mile south of Hangarkotta.	Bombay do.	Do. Do.	All lost	Do.
Do. do.	On St. Mary's island	Do. do.	Do. Do.	Do.	3 lost.
Do. do.	At Varakal on the Calicut roads.	Malabar do.	Do. Do.	...	None lost.
Do. do.	At Calicut	Do. do.	Do. Do.	[redacted]	Do.
Do. do.	Calicut roads	Do. do.	Do. Do.	...	Do.
Do. do.	At Pudiangadi on the Calicut roads.	Do. do.	Do. Do.	...	Do.
Do. do.	Opposite the northern boundary stone at Malpi.	Do. do.	Do. Do.	All lost	Do.
Do. 29th	Inside the bar of the port of Mangalore.	Bombay do.	Do. Tides and currents	Do.	Do.
May 3rd	Hajamro creek, Indus river	Sind do.	Do. Heavy weather	Do.	Do.
Do. do.	On the bank of the Indus river.	Do. do.	Foundering Do.	Do.	Do.
Do. 4th	On the off end of Karachi breakwater.	Do. do.	Capsized.— Do.	...	Do.
Do. 6th	Opposite Navsari Bara Surat.	Gulf of Cambay	Foundering Do.	All lost	Do.
Do. 9th	On the bank of the Ajira	Bombay coast	Stranding Do.	...	Do.
Do. 14th	On the north-west of Alibag bander.	Do. do.	Do. Tides and currents	Partially lost	Do.
Do. 25th	Unusalpiddi bay	Ceylon do.	Do. Do.	Do.	Do.
Do. 31st	On the beach at Tuticorin	Do. do.	Fire.—Unknown	...	Do.
Do. do.	On a reef about 60 miles from Kateef.	Persian gulf	Stranding.—Heavy weather	All lost	4 lost.
June 4th	Near Chopda rock point	Gulf of Cambay	Do. Do.	Do.	None lost.
Do. 6th	Four furlongs north of the northern boundary pillar of the port of Ponani.	Bombay coast	Do. Do.	...	Do.
Do. 9th	On the Kabbar chur	Chittagong do.	Do. Do.	All lost	Do.
Do. do.	At sea off Kaup	Malabar do.	Do. Do.	Partially lost	Do.
Do. do.	At the mouth of the Revdanda creek.	Bombay do.	Foundering Do.	...	Do.
Do. 22th	On the Parsi rocks, Ratnagiri district.	Do. do.	Stranding Do.	All lost	Do.

D.—WRECKS reported in Indian

No.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
54	JAWOR PRASAD	British Indian	48	Calicut	Cutch
55	UMEDPASA	Do. do.	65	Do.	Jaitapur and Cutch
56	SAPAMALIA	Do. do.	45	Point Pedro	Karikal and Cuddalore
57	LAXMI	Do. do.	2	At Dabhol	
58	MACHERI	Do. do.	4	Umersadi	Sea
59	FATTEL KHARE	Do. do.	78	Busrah	Karachi
60	ROHAMANI	Native craft	160	Maldive	Calcutta
61	DHANPRASAD	Do. do.	16	Talaja	Bulsar
62	NARANPRASAD	Do. do.	19	Bombay	Bhavnagar
63	SHAVIL AMID	British Indian	23	Calicut	Ponani
64	RAMPRASAD	Native craft	15	Bhavnagar	Karachi
65	HARIPRASAD	Do. do.	27	Broach	Porebander
66	FISHING BOAT B.	Do. do.	...	At Chandipal	
67	MAIMON	Turkish sunbook	75	Busrah	Maculla and Aden
68	SULTANA	British inland flat	170	Calcutta	Narraingunge
69	SALAMATI	British Indian	...	Porebander	Bombay

waters during the year 1901—*concluded.*

Date of wreck.	Position of wreck and name of shoal, etc.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	Number of lives lost or saved.
June 12th	On the Waingange beach, Ratnagiri district.	Bombay coast	Stranding.—Heavy weather	All lost	None lost.
Do. 13th	Off Verangul in Vesawa	Do. do.	Do. Do.	Do.	Do.
Do. 16th	On the north of Kodiampalliam.	Madras do.	Do. Do.	Partially lost	Do.
September 6th	At the bar of the Anjanvel creek.	Bombay do.	Do. Tides and currents	...	Do.
Do. 24th	At the bar of the Untersadi channel.	Do. do.	Do. Heavy weather	...	Do.
Do. 25th	On Chorna island near Cape Monze.	Arabian Sea	Do. Do.	All lost	Do.
October 15th	About 10 miles north of Puri	Orissa coast	Do. Do.	Do.	3 lost.
Do. 19th	At the Aurangabar	Bombay do.	Do. Tides and currents	Do.	None lost.
Do. 21st	About a mile distant from the island of Piram.	Gulf of Cambay	Do. Do.	Do.	Do.
November 25th	Near the Ponani bar	Bombay coast	Foundering. Do.	Do.	Do.
December 8th	Forty miles from Karachi	Sind do.	Capsized.—Heavy weather	Do.	Do.
Do. 9th	Off the port of Mohuva	Kathiawar do.	Stranding. Do.	Do.	Do.
Do. 19th	Near Chandipal at the entrance to the Dhamra river.	Orissa do.	Collision with the S.S. *Seagull*	...	1 lost.
Do. 22nd	At Sukra bank	Gulf of Aden	Stranding.—Heavy weather	Partially lost	None lost.
Do. do.	Near No. 7 Garden Reach moorings.	Hooghly river	Collision with the S. S. *Lawada*	All lost	Do
Do. 26th	Off Surat	Gulf of Cambay	Foundering.—Heavy weather	Do.	Do.

TABULAR STATEMENT OF THE CASUALTIES

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

E.—CASUALTIES reported in Indian

Number.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
1	RUPAREL	British Indian	21	Bulsar	Surat
2	NARAYEN PRASAD	Do. do.	33	Bombay	Porebandar
3	PARVATIPASA	Native craft	...	Karachi	Navsari
4	RANCHORPASA	Do. do.	90	Bombay	Cochin and Karachi
5	PANKHAI	Do. do.	33	Diu	Mangalore and Porebandar
6	NARANPRASSAD	British Indian	50	Porebandar	Navsarai and Daman
7	FATEHKARE	Do. do.	99	Busrah	Karachi and Bombay
8	HARSINGAR	Do. do.	41	Veraval	Bombay and Porebandar
9	APGHAN	British screw steamer	1,439	Bombay	Calcutta and False Point
10	TRENTHAM HALL	Do. do.	2,662	Colombo	Calcutta and Dundee
11	HARIPRASAD	Native craft	61	Karachi	Porebandar
12	MAHADAVA PRASAD	British Indian	28	Kundapore	Cochin
13	HARIPRASAD	Do. do.	19	Umergaon	Surat
14	JAMNAPRASAD	Do. do.	29	Porebandar	Bulsar and Surat
15	DHARAMPASA	Native craft	24	Diu	Kaliani and Porebandar
16	LAXMIPRASAD	British Indian	12	Bombay	Gogo and Bhavnagar
17	DAGHISTAN	Do. screw steamer	2,212	Sunderland	Bombay and Antwerp
18	SONARI	Native craft	15	Jamnagar	Do. Bet and Cutch Mandvi
19	SHAKARPUR	British Indian	19	Sirganda	Mandvi
20	BHAWANI ISPI	Do. do.	7	Karanja	Bombay
21	WAMPRASAD	Do. do.	6	Dabhol	Kaithore
22	DANLIA	Do. do.	9	Belapur	Bombay
23	FIREFLY	British paddle steamer.	113	Employed under the Port Commissioners of Rangoon	
24	DOWLAT PRASAD	British Indian	91	Bassein	Ponani
25	CARGO BOAT No. 60	Native craft	33	At Balasore.	
26	JERAMPASSA	Do. do.	98	Cochin	Calicut and Karachi
27	KHENGTI	British Indian.	10	Bombay	Bhavnagar
28	BARON GLAMIS	British screw steamer	1,556	Cardiff	Moulmein and Port Said
29	MARQUIS BACQUEHEM	An Austrian screw steamer.	2,744	Calcutta	Trieste
30	PEGU	A British screw steamer.	2,511	Liverpool	Port Said and Rangoon
31	HENRY BOLCKOW	Do. do.	639	Bombay	Linga and Busrah
32	ORISSA	Do. do.	3,525	Calcutta	Bombay
33	NERITE	Do. do.	3,155	Batoum	Calcutta and Rangoon
34	ASHRUF	Do. do.	2,203	Bombay	Calcutta and Mauritius
35	CLAN ROBERTSON	Do. do.	3,104	At Calcutta.	
36	NARANPASA	Native craft	65	Porebandar	Cochin and Karachi
37	HIRAPRASAD	Ditto	16	Dholera	Bombay
38	CITY OF VENICE	British screw steamer	2,229	Calcutta	London
39	KARAGOLA	Ditto do.	622	Do.	Sandoway and Rangoon
40	SALAMATPASA	Native craft	118	Bombay	Porebandar
41	SPITHEAD	British screw steamer	2,993	Calcutta	Dunkirk
42	FIREFLY	British paddle steamer.	113	Employed under the Port Commissioners of Rangoon.	
43	YESHWANTI	British Indian	6	Nigdi	Bombay
44	DHANPRASAD	Do. do.	59	Cochin	Porebandar
45	RUPAREL	Native craft	9	Dholera	Bhavnagar
46	KARACHI	British screw steamer	2,317	Antwerp	Mauritius and Bombay
47	LAXMIPRASAD	British Indian.	46	Bavnagar	Bombay

waters during the year 1901.

Date of casualty.	Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	Number of lives lost or saved.
January 1st .	Near the Hazara lighthouse, Tapti river bar.	Gulf of Cambay .	Stranding.—Tides and currents	Partially lost	None lost.
Do. 3rd .	On the rocks near Tarapur .	Bombay coast .	Do. Heavy weather .	None lost .	Do.
Do. do. .	About 60 miles north-west of the Surat bar.	Gulf of Cambay .	Damage to vessel.—Heavy weather.	Partially lost	Do.
Do. 8th .	On the Surat bar . .	Do. do. .	Do. to cargo.—Heavy weather.	Do.	Do.
Do. do. .	Do. do. . . .	Do. do. .	Do. to vessel and cargo.—Heavy weather.	Do.	Do.
Do. 12th .	Near Diu	Bombay coast .	Do. Do. . .	Do.	Do.
Do. 13th .	Eleven miles off the Manora lighthouse.	Sind do. .	Do. Do. . .	Do.	Do.
Do. 15th .	On the Surat bar . .	Gulf of Cambay .	Do. to cargo.—Heavy weather.	Do.	Do.
Do. 17th .	At Hukitolla . . .	Orissa coast .	Stranding—Tides and currents	None lost .	Do.
Do. 21st .	Middleton channel . .	Hooghly river .	Do. Do. .	Do. .	Do.
Do. 22nd .	Near Ghodabari . . .	Sind coast .	Damage to cargo.—Heavy weather.	Partially lost	Do.
Do. 24th .	At Chowghat . . .	Malabar do. .	Stranding. Do. .	Partially damaged.	Do.
Do. 26th .	Near the Hazara lighthouse, on the Tapti river.	Gulf of Cambay .	Do. Tides and currents	Partially lost	Do.
February 1st .	Near Jaffrabad . . .	Kathiawar coast .	Damage to vessel.—Heavy weather.	Do.	Do.
Do. 10th .	On the Surat bar . .	Gulf of Cambay .	Do. to cargo—Heavy weather.	Do.	Do.
Do. 11th .	Between Vesawa and Bassein	Bombay coast .	Do. do. . .	Do.	Do.
Do. 14th .	Bombay harbour . .	Do. do. .	Collision with the *Setos*.—Error of the Master.	None lost .	Do.
Do. 15th .	On the Surat bar . .	Gulf of Cambay .	Damage to cargo.—Heavy weather.	Partially lost	Do.
Do. 17th .	At Sirganda . . .	Sind coast .	Collision with a snag.—Accidental.	Do.	Do.
Do. 21st .	At the entrance of the Karanja creek.	Bombay do. .	Capsized.—Heavy weather .	All lost .	Do.
Do. 22nd .	At the Kalthore landing place	Do. do. .	Stranding. Do. . .	Partially lost .	Do.
Do. 23rd .	In Bombay harbour near Hog island.	Do. do. .	Do. Tides and currents .	Do. .	Do.
Do. 24th .	Abreast of King's bank beacon Rangoon river.	Burma do. .	Collision with the steam launch *Angelo*.—Error of the Master.	...	Do.
Do. 27th .	At Ponani	Bombay do. .	Capsized.—Accidental . .	Partially lost	Do.
Do. 28th .	At the entrance of the Balasore river.	Orissa do. .	Stranding.—Heavy weather .	Partially lost and partly damaged.	Do.
March 1st .	Off Quilandy . . .	Bombay do. .	Capsized.—Heavy weather .	Partially lost	Do.
Do. 2nd .	On a sand bank between the Dandi lighthouse and entrance to Bhagwa creek.	Gulf of Cambay .	Stranding. Do. .	Do. .	Do.
Do. 5th .	In the Moulmein river .	Burma coast . .	Do. Unavoidable .	None lost .	Do.
Do. 6th .	In the Rangoon river . .	Do. do. .	Damage to Engine.—Unknown	Nearly all lost or damaged.	Do.
Do. 7th .	At Brooking Street wharf, Rangoon river.	Do. do. . .	Collision with the wharf.—Error of the Master.	None lost .	Do.
Do. 9th .	Lat. 19° 44' N. Long. 71° 5' E.	Arabian sea . .	Damage to cargo.—Heavy weather.	Partially lost	Do.
Do. 10th .	At Atchipore . . .	Hooghly river .	Stranding.—Deterioration of the channel.	None lost .	Do.
Do. do. .	Off Dalla in the Rangoon river.	Burma coast .	Do. Tides and currents	Do. .	Do.
Do. 13th .	Off Norman's point lighthouse.	Chittagong do. .	Do. Do. .	Do. .	Do.
Do. 15th .	Kidderpore docks . .	Hooghly river .	Fire.—Unknown . . .	Partially lost and partly damaged.	Do.
Do. 18th .	Near Porebandar . .	Kathiawar coast .	Stranding.—Heavy weather .	None lost .	Do.
Do. 21st .	Off Gopnath lighthouse .	Gulf of Cambay .	Do. Do. .	Partially lost .	Do.
Do. 23rd .	Moyapore bar . . .	Hooghly river .	Do. Tides and currents .	Partly damaged.	Do.
Do. 24th .	East end of Sulay pagoda wharf, Rangoon river.	Burma coast .	Collision with the Sulay pagoda wharf.	None lost .	Do.
Do. 28th .	On the Surat bar . .	Gulf of Cambay .	Damage to cargo.—Heavy weather.	Partially lost	Do.
Do. 30th .	No. 4 berth, Kidderpore docks	Hooghly river .	Fire.—Unknown . . .	Partly damaged.	Do.
April 2nd .	Rangoon harbour . .	Burma coast . .	Collision with a paddy boat.—Tides and currents.	...	Do.
Do. 19th .	Two miles north of the Dharamtar pier.	Bombay do. . .	Stranding.—Error of the Tindal	Partially lost .	Do.
Do. 20th .	Opposite Bombay harbour .	Do. do. . .	Do. Heavy weather .	None lost .	Do.
Do. 21st .	Near Tarakpore . . .	Gulf of Cambay .	Capsized.—Tides and currents.	Partially lost .	Do.
Do. do. .	Victoria dock, Bombay harbour.	Bombay coast .	Fire.—Unknown . . .	Partially lost and partly damaged.	Do.
Do. do. .	Malaki sand bank between Bhugwa and Tapti lighthouse.	Do. do. .	Stranding.—Tides and currents	Do. .	Do.

No.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
48	ABASI	Native craft	77	Calicut	Karachi
49	SHANTIPRASAD	British Indian	7	Mora Preventive station.	
50	RAMAPRASAD	Do. do.	...	Broach	Tellicherry
51	LABSAWA	Do. do.	34	Mora	Calicut
52	SANTANI RAMAKSHI PRASAD	Do. do.	27	Calicut	Mulki
53	RAMPRASAD	Do. do.	13	Broach	Bhavnagar
54	FORELAND	British screw steamer	2,832	Rangoon	Bombay
55	JULEPRASAD	British Indian	25	Broach	Karachi
56	RUPAREL	Do. do.	34	Bhavnagar	Bombay
57	ROOPAREL	Do. do.	80	Karachi	Bulsar
58	DARYA BAHADUR	Do. do.	8	Bombay	Dabhoi and Chiplun
59	DEEPDALE	British screw steamer	1,650	Calcutta	Negapatam
60	DHAN PRASAD	British Indian	18	Bombay	Bulsar
61	MAHADEVPASA	Native craft	64	Bombay	Jamnagar and Cutch Mandvi
62	PINDARI	British screw steamer	3,686	Liverpool	Calcutta and Rangoon
63	GUIDE	British wooden brig	247	Employed on pilotage duty in the Rangoon river	
64	ASCANIA	German screw steamer.	1,294	Saigon	Singapore and Hamburg
65	HARI PRASAD	British Indian	84	Karwar	Ponani and Cochin
66	BHAMO	British screw steamer	2,028	Aden	Calcutta
67	LAKHAMIPASA	Native craft	27	Veraval	Goria and Porebandar
68	FAIRY QUEEN	British screw steamer	126	Liverpool	Suez and Bombay
69	ARARA	Do. do.	2,481	New York	Port Said and Shanghai
70	RUPAREL	British Indian	32	Mangalore	Mormugao and Bombay
71	SUBRAMANYA PURAVI	Do. do. schooner.	83	Colombo	Tuticorin
72	MAHARANI	British screw steamer	1,047	Calcutta	Rangoon and Moulmein
73	KELAT	Do. iron ship	1,822	Liverpool	New York and Calcutta
74	CHUPRA	Do. screw steamer	1,436	Bombay	Colombo and Rangoon
75	SHEIKH	Do. do.	2,828	Colombo	Delaware
76	RAJPOOTANA	Do. do.	1,312	Bombay	Gopalpur and Calcutta
77	GULF OF TRINIDAD	Do. do.	1,605	Batoum	Suez and Tuticorin
78	RYDAL HALL	Do. do.	2,139	Liverpool	Calcutta and Hull
79	HARCO BILAS	Do. Indian schooner.	81	Narraingunge	Chittagong
80	RYDAL HALL	British screw steamer	2,139	Greenock	Calcutta and Hull
81	ESKDALE	Do. do.	1,926	Middlesboro	Port Said and Mundapam
82	VORTIGERN	Do. do.	1,982	Calcutta	Galle
83	SOUDAN	Do. do.	4,207	London	Colombo and Calcutta
84	SITHONIA	German screw steamer	4,239	Kobe	Hamburg
85	CULNA	British screw steamer	1,464	Rangoon	Chittagong
86	LAKHMIPASA	Native craft	80	Karachi	Porebander
87	PENGUIN	British screw steamer	180	Narraingunge	Chittagong
88	ALLAHABAD	Do. Indian brig	149	Do.	Do.
89	KANAGA DURGA	Do. do.	193	Tuticorin	Pamban and Cocanada
90	HECTOR	British screw steamer	3,006	Brisbane	Adelaide and London
91	GOORKHA	Do. do.	2,617	London	Suez and Calcutta
92	FATHAL BARI	Do. Indian wooden brig.	224	Camorta	Nicobars and Rangoon
93	ELLORA	Do. screw steamer	1,494	Bombay	Madras and Masulipatam
94	MANUKPRASAD	Do. Indian	33	Broach	Billimora
95	CLAN CAMPBELL	Do. screw steamer	1,653	Chittagong	Colombo and London
96	DHANPRASAD	Native craft	59	Matwad	Porebander
97	CARGO BOAT No. 246	Do. do.	29	Balasore	Calcutta

waters during the year 1901—*continued.*

Date of casualty.	Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
April 24th	Near Karwar	Bombay coast	Damage to vessel and cargo.—Heavy weather.	Partially lost.	None lost.
Do. 27th	In the Dabzee creek near Mora.	Do. do.	Stranding.—Heavy weather	Partially lost and partly damaged	Do.
Do. 28th	At Malpe opposite the North boundary stone.	Malabar do.	Do. Tides and currents.	Partially lost.	Do.
Do. do.	On the Calicut roads	Do. do.	Do. Do.	...	Do.
Do. do.	Off St. Mary's island	Do. do.	Do. Heavy weather	Partially lost	3 lost.
May 5th	Bhavnagar creek	Gulf of Cambay	Capsized Do.	Do	None lost.
Do. 7th	Two miles north-west of Table Island lighthouse.	Burma coast	Stranding.—Error of the Master	All lost	Do.
Do. 8th	Between Gopnath and Mohuva.	Gulf of Cambay	Damage to vessel—Heavy weather.	None lost	Do.
Do. 12th	Near the Piram lighthouse	Do. do.	Stranding. Tides and currents	Partially lost	Do.
Do. 14th	Off the port of Karachi	Sind coast	Damage to vessel.—Tides and currents.	...	Do.
Do. 18th	In the Vashisti river	Bombay do.	Stranding.—Tides and currents	Partially lost	Do.
Do. 19th	Sangrai spit Upper Bellary bar	Hooghly river	Do. Error of the Pilot	None lost	Do.
Do. do.	On the Aurunga bar	Bombay coast	Do. Heavy weather	Partially lost and partly damaged.	Do.
Do. do.	On the bar of the Tapti river	Gulf of Cambay	Damage to cargo.—Heavy weather.	Partially lost	Do.
Do. 20th	Off China Bakir	Burma coast	Collision with the *Guide*.—Error of the Master of the *Pindari*	...	Do.
Do. do.	Do. do.	Do. do.	Do. with the *Pindari*.—Error of the Master of the *Pindari*.	...	Do.
Do. 22nd	Eighteen miles from the Perim lighthouse.	Red sea	Stranding.—Heavy weather.	None lost	Do.
Do. 25th	Cochin river bar	Malabar coast	Do. Error of the Tindal	Do.	Do.
Do. 28th	Hooghly Point	Hooghly river	Do. Accidental	Do.	Do.
Do. 30th	On the rock at Madarbhat near Porebander.	Kathiawar coast	Do. Tides and currents.	Partially lost.	Do.
Do. 31st	Northern end of Bitter lake, Suez canal.	Red sea	Collision with the *Clumbell Hall*.—Error of the Pilot.	None lost	Do.
June 11th	Off Jebul Zukur	Do.	Damage to Engine.—Defective machinery.	Do.	Do.
Do. 12th	Opposite the Bankot Custom House.	Bombay coast	Stranding.—Heavy weather	Partially lost	1 lost.
July 9th	On the west shore of Hare island.	Gulf of Manar	Do. do.	None lost	None lost.
Do. 12th	Lat. 21° 2′ N., Long. 88° 12′ E.	Bay of Bengal	Collision with a buoy.—Error of the Pilot	Do.	Do.
Do. 15th	Lat. 42° 09′ S., Long. 19° 20′ E.	Indian ocean	Damage to vessel.—Heavy weather.	Partially lost	Do.
Do. 19th	In the Rangoon river	Burma coast	Stranding.—Accidental	None lost	Do.
Do. 31st	Lat. 11° 20′ N., Long. 47° 8′ E.	Gulf of Aden	Damage to cargo.—Unavoidable	Partially lost	Do.
August 4th	At Fulta Point	Hooghly river	Stranding.—Tides and currents	None lost	Do.
Do. 14th	In the Straits of Jubal	Red sea	Do. Error of the Master	Do.	Do.
Do. 16th	Off the Kidderpore docks	Hooghly river	Collision with the flats *Gunga* and *Davi*.—Error of the Engineers.	Do.	Do.
Do. 24th	Sundeep river	Chittagong coast	Damage to vessel. Heavy weather.	Partially lost and partly damaged.	Do.
September 1st	On the Mooneekhally sand	Hooghly river	Stranding.—Tides and currents	None lost	Do.
Do. 13th	Lat. 10° 0′ N., Long 80° 05′ E.	Ceylon coast	Do. Deterioration of the channel.	Do.	Do.
Do. 29th	Atchipore Reach	Hooghly river	Do. Tides and currents.	Do.	Do.
October 1st	At Fulta Point	Do. do.	Do. Do.	Do.	Do.
Do. 3rd	On the Moyapore bar	Do. do.	Do. Deterioration of the channel.	Do.	Do.
Do. 4th	Off No. 10 buoy Karnafuli river.	Chittagong coast	Do. Tides and currents	Do.	Do.
Do. 10th	Near Porebandar	Kathiawar do.	Damage to vessel.—Heavy weather.	Partially lost	Do.
Do. 12th	On the Lalon ohur	Chittagong do.	Collision with the native brig *Allahabad*.—Tides and currents.	None lost	Do.
Do. do.	Do. do.	Do. do.	Do. with the *Penguin*.—Tides and currents.	Do.	Do.
Do. 14th	In Lat. 16° 35′ N., Long. 82° 3′ E.	Madras do.	Damage to vessel.—Heavy weather.	Do.	Do.
Do. 20th	In Lat. 5° 50′ S., Long. 66° 57′ E.	Indian ocean	Do. do.	Do.	Do.
Do. 24th	In Aden harbour	Gulf of Aden	Fire.—Unknown	Do.	Do.
Do. do.	Eilley sands, Rangoon river	Burma coast	Stranding.—Defective machinery.	Do.	Do.
Do. 25th	About 9 miles from Madras	Madras do.	Fire.—Unknown	Do.	Do.
Do. 27th	At Maina Rangila	Gulf of Cambay	Stranding.—Tides and currents	Do.	Do.
November 12th	About 35 miles off the Perim lighthouse.	Gulf of Aden	Fire.—Unknown	Do.	Do.
Do. 14th	At Bilisbander	Malabar coast	Damage to cargo.—Heavy weather.	Partially lost	Do.
Do. 16th	Near the Chandipur lighthouse.	Orissa do.	Stranding.—Heavy weather	Partly damaged.	Do.

E.—CASUALTIES reported in Indian

No	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
98	VORTIGERN	British screw steamer	1,982	Dumbarton	Madras and Calcutta
99	DAYA-LEXMI	British Indian	37	Calicut	Ponani
100	FLORICAN	Do. fore and aft steamer.	2,382	Calcutta	Madras
101	GOLAB	British iron flat	150	Narraingunge	Calcutta
102	CHAMPA	Do. do.	150	Do.	Do.
103	IMPERATOR	British screw steamer	2,353	Trieste	Aden and Karachi
104	KNIGHT BACHELOR	Do. do.	4,092	Calcutta	Bombay
105	ITOLA	Do. do.	3,362	Do.	Colombo
106	OOLOBARIA	Do. do.	3,420	Do.	Bombay
107	COMMILLA	Do. do.	550	Do.	Chittagong, Akyab, Rangoon, etc.
108	LANCASHIRE	Do. do.	2,724	Rangoon	Colombo and London
109	BARON INNERDALE	Do. do.	2,840	Singapore	Calcutta and Hamburg
110	AMBROSIOS	British steam launch	100	Plying in the Hooghly river	
111	WAVE	Do. do.	75	Do. Do.	Do. do.
112	YACOOB ABI	British Indian wooden brig.	164	Narraingunge	Chittagong
113	PYTHON	British Indian screw steamer.	50	At Chittagong	
114	KASHIPRASAD	British Indian	42	Bombay	Billimora
115	LABHSAVAT	Native craft	31	Do.	Porebandar
116	AMMAPURAVY	British Indian wooden schooner.	29	Taputeirai	Kaits in Ceylon
117	NAVDI MACHERI	Native craft	14	Bhavnagar	Vithalbandee
118	PALAMCOTTA	British screw steamer	2,208	Singapore	Penang and Rangoon
119	MADURA	Do. do.	1,273	Calcutta	Rangoon
120	RUPAREL	British Indian	26	Porebandar	Broach

waters during the year 1901—*concluded.*

Date of casualty.	Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
November 25th	Near the Pilot's Ridge	Hooghly river	Damage to vessel.—Heavy weather.	...	None lost.
Do. do.	On the Ponnani bar	Malabar coast	Foundering.—Tides and currents.	All lost	Do.
Do. 26th	At Poonjalee	Hooghly river	Damage to vessel.—Heavy weather.	None lost	Do.
Do. do	Channel creek, Saugor island	Do. do.	Foundering.—Heavy weather.	All lost	Do.
Do. do	Do. do.	Do. do.	Do. Do.	Do.	Do.
Do. 27th	Victoria dock, Bombay harbour.	Bombay coast	Fire.—Accidental	None lost	Do.
Do. do.	At Garden Reach	Hooghly river	Damage to vessel.—Heavy weather.	Do.	Do.
Do. 28th	On the Mooncekhally sand	Do. do.	Stranding.—Deterioration of the channel.	Do.	Do.
Do. 29th	Upper Bellary bar	Do. do.	Do. Defective steering gear.	Do.	Do.
December 4th	On the Juldia sand, Karmafulli river.	Chittagong coast	Do. Tides and currents	Do.	Do.
Do. 10th	Entrance to Perim harbour	Red sea	Damage to Engine.—Tides and currents.	Do.	Do.
Do. do.	Near Kulpi	Hooghly river	Fire.—Unknown	Partly damaged.	Do.
Do. 14th	At Kadamtolla ghat	Do. do.	Collision with the *Wave*.—Error of the Serang.	None lost	Do.
Do. do.	Ditto	Do. do.	Do. with the *Ambrosios*.—Error of the Serang of the *Wave*.	Do.	Do.
Do. do.	At Hathia	Chittagong coast	Do. with the *Python*.—Error of the Serang.	Do.	Do.
Do. do.	2½ miles from Char Baily, Hathia river.	Do. do.	Do. with the *Yacoob Ali*.—Error of the Serang.	Do.	Do.
Do. 15th	Bilimora creek	Bombay coast	Stranding.—Error of the Tindal	Do.	Do.
Do. 16th	On the Surat bar	Gulf of Cambay	Damage to cargo.—Heavy weather.	Partially lost	Do.
Do. 17th	In Latitude 9° 46' N., Longitude 79° 50' E.	Ceylon coast	Do. Error of the Serang.	Do.	Do.
Do. 24th	Near Vadgam	Gulf of Cambay	Stranding.—Heavy weather.	...	Do.
Do. 26th	At Goh-keo-jai, south of Junkseylon.	Mergui archipelago	Do. Accidental	None lost	Do.
Do. do.	Hastings bar, Rangoon river	Burma coast	Do. Heavy weather	Do.	Do.
Do. 28th	Near Gopnath	Gulf of Cambay	Damage to vessel.—Heavy weather.	Partially lost	Do.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

SEPARATE REVENUE.

COMMERCE AND TRADE—WRECKS AND CASUALTIES.

RETURN

OF

WRECKS AND CASUALTIES

IN

INDIAN WATERS

FOR THE YEAR 1902.

TOGETHER WITH A CHART SHOWING THE POSITIONS IN WHICH THEY OCCURRED, AND A DIAGRAM SHOWING COMPARATIVE NUMBERS OF THE REPORTED MARITIME WRECKS AND CASUALTIES, THE TOTAL TONNAGE, AND THE NUMBER OF LIVES LOST, FOR THE PAST TWENTY-FIVE YEARS.

PREPARED BY

E. J. BEAUMONT, COMMANDER, R.I.M.,

PORT OFFICER AND REGISTRAR OF WRECKS.

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1903.

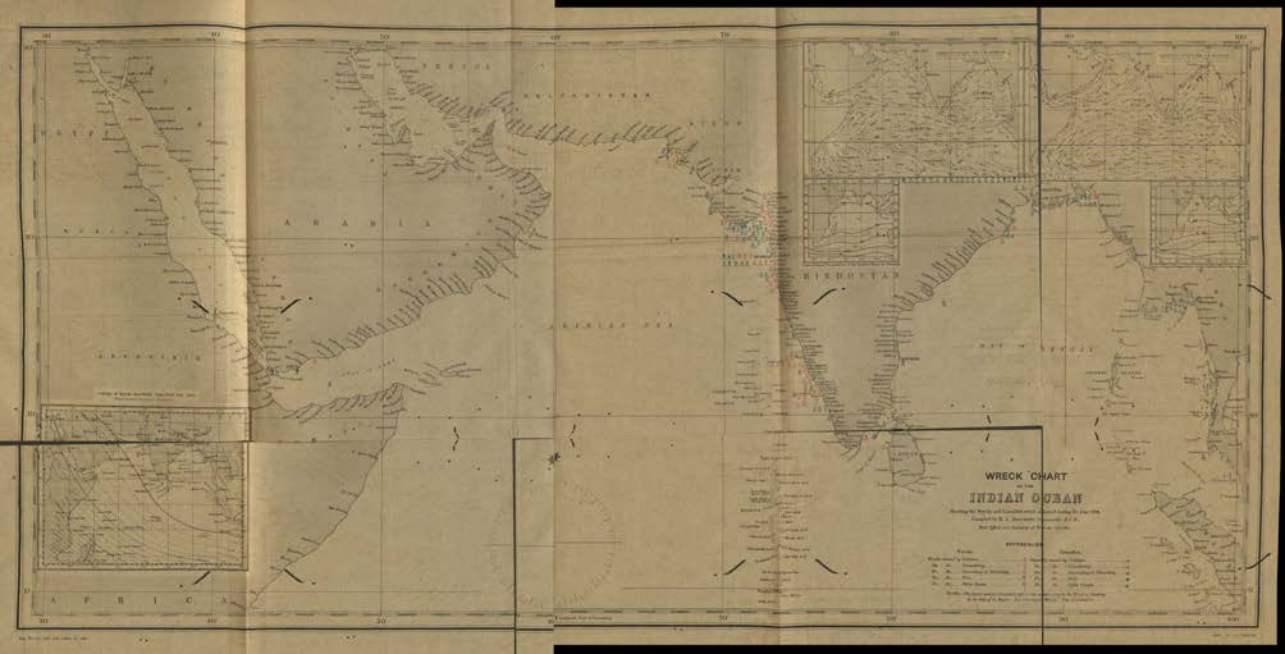
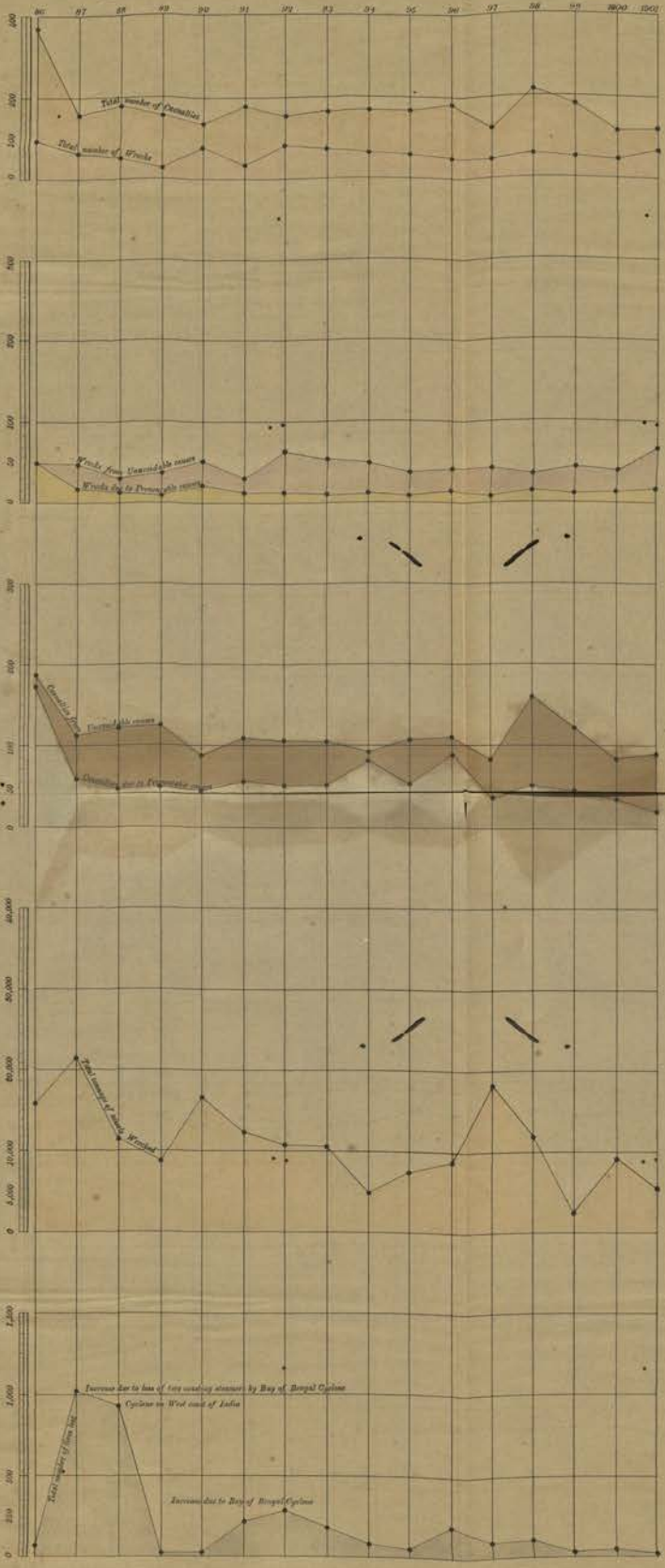

ARABIA
AFRICA
HINDOSTAN
ARABIAN SEA
WRECK CHART
OF THE
INDIAN OCEAN

DIAGRAM.

Shewing Comparative Numbers of Maritime Wrecks and Casualties, Total Tonnage, and the Number of Lives Lost; reported to the Indian Wreck Department, Calcutta, from the year 1886 to 1901 inclusive.


86 87 88 89 90 91 92 93 94 95 96 97 98 99 1900 1901
Total number of Casualties
Total number of Wrecks
Wrecks from Unavoidable causes
Wrecks due to Preventable causes
Casualties from Unavoidable causes
Casualties due to Preventable causes
Total tonnage of Vessels Wrecked
Increase due to loss of two steaming steamers by Bay of Bengal Cyclone
Cyclone on West coast of India
Total number of lives lost
Increase due to Bay of Bengal cyclone

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Litho., S. I. O., Calcutta.

CALCUTTA:
GOVERNMENT OF INDIA CENTRAL PRINTING OFFICE,
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REVIEW.

THE year 1902 records a very serious cyclonic storm, in the gulf of Martaban, which occurred in the beginning of the month of May, whereby 821 lives, and two British screw steamers, the *Camorta* of 1,351 tons, and the *Hermod* of 820 tons, net capacity, were lost between the Baragua flats and the Alguada reefs, on the Burma coast. Such a calamitous loss of lives has not been recorded since the year 1888, when about 917 souls are reported to have perished in the cyclone which occurred on the west coast of India. Besides the above there were a few other isolated cases making a total of 831 lives lost during the year under review. The tonnage lost is calculated at 6,949 tons as against 4,980 tons lost last year; and the aggregate number of the reported wrecks and casualties amounted to 183.

Of the 53 vessels wrecked, there were 7 British vessels, 35 British Indian vessels, and 11 Native craft. Amongst the 130 casualties, there were 62 British and Foreign vessels, 35 British Indian vessels, and 33 Native craft.

The aggregate number of wrecks and casualties consisted of 18 collisions, 19 founderings, 78 strandings, and 68 miscellaneous cases, and they occurred in the following localities, *viz.*, 34 in the Bombay coast, 25 in the gulf of Cambay, 24 on the Sind coast, 18 on the Kathiawar coast, 17 in the Hooghly river, 15 on the Burma coast, 9 in the Red sea, and 4 in the Orissa and Chittagong coasts; the rest occurred in other localities embraced in Indian waters.

The following analyses show (A) the causes to which the reported maritime wrecks and casualties are attributed; (B) a comparative statement of the reported number of maritime wrecks and casualties recorded in the Indian Wreck Department from the years 1879 to 1902 inclusive, showing respectively, in the cases of British and Foreign vessels, British Indian vessels, and Native craft, whether the disasters are due to unavoidable or preventible causes; (C) a comparative statement showing the reported number of maritime wrecks and casualties in Indian waters, the total tonnage of vessels wrecked, and the number of lives lost, during the years 1865 to 1902 inclusive; (D) a tabular statement of the wrecks; and (E) a tabular statement of the casualties reported in Indian waters during the year.

A wreck chart of the Indian ocean, and a diagram showing the reported number of maritime wrecks and casualties in Indian waters; the total tonnage of vessels wrecked, and the number of lives lost during the years 1886 to 1902 inclusive, are also appended to this Return.

E. J. BEAUMONT, COMDR., R.I.M.,
Port Officer and Registrar of Wrecks.

PORT OFFICE,
Calcutta, 1st July 1903.

A.—Causes to which the reported maritime disasters are attributed—

	Collisions.			Founderings.			Strandings.			Other causes.		
	No.	Tonnage.	Lives lost.	No.	Tonnage.	Lives lost.	No.	Tonnage.	Lives lost.	No.	Tonnage.	Lives lost.
WRECKS.												
British Vessels.												
Steam	1	...*	...	2	2,180	815	...	...	1	1	1,650	5
Sailing	...	...	...	...	...	...	3	1,327	...	...	...	...
British Indian Vessels.												
Steam	...	..	...	...	...	...	...	...	...	...	...	...
Sailing	2	70*	...	11	618	4	19	537*	...	3	126	...
Native craft of all nationalities.												
Steam	...	...	...	...	...	...	...	...	...	...	...	...
Sailing	...	...	...	2	111	...	8	304*	...	1	26	...
Vessels of Foreign nationality.												
Steam	...	...	...	...	...	...	...	...	...	...	...	...
Sailing	...	...	...	...	...	...	...	...	...	...	...	...
Total	3	70*	...	15	2,909	819	30	2,168*	1	5	1,802	5
CASUALTIES.												
British Vessels.												
Steam	11	14,583†	...	...	...	...	21	44,239	...	23	43,622	5
Sailing	2	1,000	...	...	...	...	...	...	...	2	1,300	...
British Indian Vessels.												
Steam	...	...	...	...	...	...	...	...	...	...	...	...
Sailing	2	20	...	1	8	...	19	644	...	13	312†	1
Native craft of all nationalities.												
Steam	...	...	...	...	...	...	...	...	...	...	...	...
Sailing	...	...	...	3	45	...	7	352†	...	23	1,188	...
Vessels of Foreign nationality.												
Steam	...	...	...	...	...	...	1	1,264	...	2	5,737	...
Sailing	...	...	...	...	...	...	...	...	...	...	...	...
Total	15	15,603†	...	4	53	...	48	46,499†	...	63	52,159†	6
GRAND TOTAL	18	15,673	...	19	2,962	819	78	48,667	1	68	53,961	11

* Not including the tonnage of one British steam launch, three British Indian vessels and one Native craft, not given.
† Not including the tonnage of three British steam launches, one British Indian vessel and one Native craft.

B.—Comparative Statement of the reported number of maritime wrecks and casualties recorded in the Indian Wreck Department from the years 1879 to 1902 inclusive, showing respectively British and Foreign vessels, British Indian vessels and Native craft.

Year.	Wrecks.							Casualties.						
	British and Foreign vessels.		British Indian vessels.		Native craft.		Total.	British and Foreign vessels.		British Indian vessels.		Native craft.		Total.
	Unavoidable.	Preventible.	Unavoidable.	Preventible.	Unavoidable.	Preventible.		Unavoidable.	Preventible.	Unavoidable.	Preventible.	Unavoidable.	Preventible.	
1879	11	11	176	18	68	5	289	76	35	58	10	11	2	192
1880	2	11	15	12	7	3	50	90	47	9	5	4	1	156
1881	6	9	28	9	8	3	63	97	49	29	14	5	2	196
1882	9	18	39	6	13	5	90	119	98	45	33	8	...	303
1883	5	10	22	10	12	6	65	148	88	57	29	9	5	336
1884	6	7	26	22	11	7	79	153	83	50	34	14	5	339
1885	12	24	19	14	12	6	87	155	135	25	29	10	4	358
1886	4	10	30	24	11	12	91	129	130	37	31	16	8	351
1887	9	9	21	5	19	5	68	51	43	41	47	14	4	160
1888	3	8	8	7	16	6	48	72	33	39	11	35	...	190
1889	5	3	22	2	10	1	43	80	40	36	7	10	1	74
1890	10	11	28	14	9	1	73	65	41	23	7	5	...	141
1891	7	5	16	2	6	3	39	67	71	45	4	3	2	192
1892	3	3	30	5	31	...	72	36	48	42	3	29	...	158
1893	6	4	36	6	9	...	61	46	54	48	4	9	1	62
1894	2	2	39	5	5	2	55	31	64	55	15	11	3	179
1895	4	3	28	9	5	...	49	48	36	55	17	6	1	163
1896	3	3	23	9	16	...	54	38	64	42	20	22	3	189
1897	4	6	34	4	9	...	57	33	27	43	8	9	...	120
1898	3	6	19	8	10	...	46	85	44	50	5	20	1	211
1899	1	3	39	4	6	1	54	84	37	22	3	17	1	104
1900	2	3	24	6	14	1	50	40	29	33	2	9	...	119
1901	1	3	46	6	12	1	69	44	15	35	6	19	1	120
1902	6	1	33	2	11	...	53	29	34	25	9	29	4	130

C.—Comparative Statement showing the reported number of maritime wrecks and casualties in Indian waters, the total tonnage of vessels wrecked and the number of lives lost during the years 1865 to 1902 inclusive.

Year.	Number of wrecks and casualties.	Total tonnage lost.	Lives lost.	Year.	Number of wrecks and casualties.	Total tonnage lost.	Lives lost.
1865	28	14,443	6	1884	418	17,109	78
1866	32	15,597	35	1885	445	41,257	515
1867	37	17,417	49	1886	442	15,402	105
1868	20	12,558	19	1887(*g*)	228	20,022	1,016
1869	55	25,688	279	1888(*h*)	238	11,739	917
1870	44	14,809	51	1889	217	9,629	35
1871	47	18,804	118	1890	214	16,973	22
1872(*a*)	106	34,238	143	1891	231	12,068	240
1873	42	12,110	3	1892	230	10,410	272
1874	69	16,656	85	1893	223	12,428	170
1875	62	11,193	65	1894	234	5,180	81
1876(*b*)	110	23,866	95	1895	212	7,982	63
1877(*c*)	163	26,847	142	1896	241	8,147	168
1878(*d*)	228	35,873	131	1897	177	18,141	96
1879(*e*)	481	32,541	357	1898	257	11,979	75
1880	206	15,662	120	1899	218	2,728	22
1881(*f*)	259	17,814	186	1900	169	9,140	34
1882	393	29,272	155	1901	189	4,980	22
1883	401	21,760	62	1902(*i*)	183	6,949	831

From the foregoing it will be seen that during the past 38 years, *viz.*, from 1865 to 1902 inclusive, the annual average of the reported wrecks and casualties in Indian waters has been 199; the average total tonnage of vessels wrecked was 16,829; and the average number of lives lost was 180.

Notes.—(*a*) Exclusive of four vessels supposed to have been lost.
(*b*) Does not include the 400 pilgrims lost in the *Hydree* and 428 in the *Jarad*, both wrecked in the Red Sea, nor the Masters and crew of both these vessels.
(*c*) Not including the Masters and crew of the *Ariadne* and the *Coda Bux* supposed to have foundered.
(*d*) Not including the Master and crew of the *Lady Rawlinson*, supposed to have foundered, and also of the *Fattal Karrim*, *Fattay Rassak*, *Lady Amherst*, and *William Stevenson*. The tonnage of the *Queenstown*, *City of Palaces*, *Fattal Karrim*, *Fattay Rassak*, *Lady Amherst*, and *William Stevenson* was not reported and is therefore not included.
(*e*) The number lost in the *Essex* was not reported.
(*f*) Does not include the missing ship *Nebo*.
(*g*) Does not include the number of lives supposed to be lost in the *Lamport*.
(*h*) Not including the tonnage of one British Indian and two Native craft which were not given.
(*i*) Not including the tonnage of one British steam launch, three British Indian vessels and one Native craft not given.

TABULAR STATEMENT OF THE WRECKS

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

D.—WRECKS reported in Indian

No.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
1	PEN GUIN	British wooden schooner.	127	Penang	Moulmein
2	KASHIPRASAD	British Indian	18	Broach	Bhavnagar
3	KHERSALLA	Native craft	58	Karachi	Mangrol
4	VIZLIPRASAD	British Indian	37	Bombay	Surat
5	PUSSER	British inland flat	600	Naraingunj	Calcutta and Samnuggar
6	FATEH KARE	British Indian	40	Karachi	Jamnuggar
7	FATEH KHARE	Do. do.	71	Bhavnagar	Karachi
8	GANESH PROSAD	Do. do.	30	Revdanda	Badagara
9	MANUKPRASAD	Do. do.	37	Bhavnagar	Bombay
10	SRI VENKATESWARLU	Do. do.	19	Kothapallem	Kothapatnam
11	MAHADEV PRASAD	Do. do.	45	Bhavnagar	Karachi
12	VASHAWANTI	Do. do.	10	Bombay	Ratnagiri and Jaitapur
13	RAJA MAHOMED BUX	Do. do.	38	Colombo	Pamban and Adrampatam
14	PADARUTH	Do. do.	Not given	Jhakhawa	Karachi and Jamnuggar
15	CAMORTA	British screw steamer	1,351	Cocanada	Calingapatam and Rangoon
16	HERMOD	Do. do.	829	Bombay	Rangoon
17	MEDINA	British Indian schooner.	57	Mamagdaw	Chittagong
18	RUPAREL	British Indian	39	Bombay	Broach
19	HARSHRINAGAR	Native craft	Not given	Bhavnagar	Karachi
20	RUPAREL	Do. do.	10	Bavliari Bhotha	Bhavnagar
21	AZIBAG	Do. do.	132	Jodia	Maulgaum near Goa
22	CARIMSHAI	Do. do.	26	Keti bander	Karachi
23	MEERAPUR	British Indian	9	Karachi	Punjgajo
24	SHEKAI	Do. do.	Not given	Danth Makan jungle	Karachi
25	JHAVER PRASAD	Native craft.	36	Vingorla	Tuna
26	SUGALPASSA	Do. do.	32	Salaya	Chiplun
27	SALAMAT SAVAI	British Indian	36	Bambti jungle	Karachi
28	ROOPAREL	Do. do.	38	Hambus jungle	Do.
29	SHEKAI	Do. do.	Not given	Punjgajo jungle	Do.
30	LALAYE	Do. do.	16	Joovo jungle	Do.
31	EMAMSHAI	Do. do.	12	Bambti jungle	Do.

waters during the year 1902.

Date of wreck.	Position of wreck and name of shoal, etc.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	Number of lives lost or saved.
January 1st .	West of Nancowry Long. 93° 30′ E. Lat. 7°58′ N.	Bay of Bengal .	Stranding.—Heavy weather .	Partially lost .	1 lost.
Do. 5th .	Between Sakarkhadi and Gogo bander.	Gulf of Cambay .	Do. do. .	Do. .	None lost.
Do. 13th .	Near Wisavada . . .	Arabian sea . .	Foundering.—Heavy weather .	All lost .	Do.
Do. 22nd .	In the Tapti river . . .	Gulf of Cambay .	Stranding.—Tides and currents .	Partially lost .	Do.
February 6th .	On the Titaghur sand below Serampore.	Hooghly river .	Do. do. .	All lost .	Do.
Do. 10th .	On the Ghorabari mouth of the Indus river.	Sind coast . .	Collision with a native craft. Error of the Tindal.	Do. .	Do.
March 4th .	Near the Bhavnagar light-house.	Gulf of Cambay .	Fire.—Unknown . . .	Do. .	Do.
Do. 15th .	At the entrance of the Jaitapore creek.	Bombay coast .	Collision with the S. S. *Rajpuri*. Error of the Tindal.	Partially lost and partly damaged.	Do.
Do. 19th .	On a sand bank near Bhagwa	Gulf of Cambay .	Stranding.—Tides and currents	Do. .	Do.
Do. 20th .	On the Kothapalem bar .	Coromandel coast .	Do. Heavy weather .	Do. .	Do.
April 3rd .	About 6 miles from the Piram lighthouse.	Gulf of Cambay .	Capsized.— Do.	All lost .	Do.
Do. 13th .	On the bar of the Anjanvel creek.	Bombay coast .	Sprung a leak.—Tides and currents.	Partially lost and partly damaged.	Do.
Do. 23rd .	On the island of Naduvanvoyal, midway between Manar and Pamban.	Ceylon do. .	Stranding.—Tides and currents	Do. .	Do.
Do. 25th .	Near the Hajamroo creek, Indus river.	Sind do. .	Do. Heavy weather .	Partially lost .	Do.
May 5th .	Off the Baragua flats, Rangoon river. Lat. 15°26′45″ N., Long. 94° 45′ E.	Burma do. .	Foundering.— Do. .	All lost.	781 lost.
Do. do. .	Do. do. .	Do. do. .	Do. . Do. .	Do.	34 lost.
Do. 8th .	Near Pachooar Tek . .	Chittagong do. .	Do. Do. .	Do.	None lost.
Do. 9th .	Near the Tavaria shoal .	Gulf of Cambay .	Do. Do. .	Do. .	Do.
Do. do. .	Opposite Padra . . .	Do. do. . .	Stranding.— Do. .	Do. .	Do.
Do. 11th .	Near the Bhavnagar light-house	Do. do. . .	Do. Do. .	Do. .	Do.
Do. 13th .	Near Mongrol . . .	Kathiawar coast .	Do. Do. .	Do. .	Do.
Do. do. .	At the Chan mouth of the Indus river.	Sind do. .	Capsized.— Do. .	Do. .	Do.
Do. do. .	In the Hadri creek, Indus river.	Do. do. .	Stranding.— Do. .	In ballast .	Do.
Do. do. .	In the Gabri creek, Indus river.	Do. do. .	Foundering.— Do. .	All lost .	Do.
Do. do. .	Near the mouth of the Porbander creek.	Kathiawar do. .	Stranding.— Do. .	Do. .	Do.
Do. do. .	Near the village of Ratdi in Veraval.	Do. do. .	Do. Tides and currents .	Partially lost .	Do.
Do. do. .	At the Chan mouth of the Indus river.	Sind do. .	Do. Heavy weather .	All lost .	Do.
Do. do. .	Do. do. . .	Do. do. .	Do. Do. .	Do. .	Do.
Do. do. .	In the Gabri creek, Indus river.	Do. do. .	Foundering.— Do. .	Do. .	Do.
Do. do. .	Near the village of Joovo .	Do. do. .	Stranding.— Do. .	Do. .	Do.
Do. do. .	Near the Toorsian mouth of the Indus river.	Do. do. .	Do. Do. .	Do. .	Do.

D.—WRECKS reported in Indian

No.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
32	CADRIO	British Indian	10	Karachi	Punjgajo jungle
33	RAMPRASAD	Do. do.	22	Bombay	Ratnagiri
34	MACHERI	Native craft	10	Cambay	Nova Bet and Bhavnagar
35	DARIA SAGAR	British Indian	54	Bhavnagar	Matvad
36	RUPAREL	Do. do.	22	Cambay	Bhavnagar
37	Do.	Do. do.	31	Bombay	Surat
38	VIJALIPRASAD	Native craft	25	Sonrai	Bhavnagar
39	FATEH SALAMOTT	British Indian	122	Bombay	Cutch Mandvi
40	RAMPASSA	Do. do.	93	Calicut	Do.
41	SECUNDER SHAH	British Indian brig.	218	Cochin	Pamban and Chittagong
42	LATIF JAN	British Indian schooner.	98	Chittagong	Naraingunge
43	DEEPDALE	British screw steamer	1,650	Sunderland	Calcutta
44	PARVATI	British Indian	8	Borlia	Jaygad and Bombay
45	YESWANTY	Do. do.	64	Malwan	Calicut
46	MACHERI	Do. do.	6	Dehej	Gogo
47	SERAIGUNGE	British inland flat	600	Naraingunge	Calcutta
48	BROWNIE	British steam launch.	Not given	Kidderpore	Howrah
49	YESHWANTI	British Indian	6	Ratnagiri	Nagothna
50	FATEL KHAIR	Native craft	53	Busrah	Porbander and Veraval
51	RUPAREL	British Indian.	35	Broach	Uran
52	MACHERI	Do. do.	10	Purnagad	Bombay
53	KHATAU PASHA	Native craft	59	Mangalore	Porbandar

waters during the year 1902—*concluded.*

Date of wreck.	Position of wreck and name of shoal, etc,	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	Number of lives lost or saved.
May 13th	In the Sisha creek, Indus river.	Sind coast	Stranding.—Heavy weather	All lost	None lost.
Do. 30th	On a sandy beach at Amboshia of Borya.	Bombay do.	Do. Do.	...	Do.
Do. 31st	Near Nova Bet	Gulf of Cambay	Do. Do.	All lost	Do.
Do. do.	Near the Tuna bar at Pinjrat	Do. Cutch	Do. Do.	...	Do.
June 2nd	Between Bavli and Malpur	Do. Cambay	Do. Tides and currents	Partially lost.	Do.
Do. 4th	Near Hajira at the mouth of the Tapti river.	Do. do.	Do. Do.	All lost	Do.
Do. 8th	Near Narbud Gaum	Do. do.	Do. Do.	Do.	Do.
Do. 15th	Off the Hubb river	Gulf of Cutch	Do. Heavy weather	Do.	Do.
Do. do.	About 200 miles off Dwarka	Kathiawar coast	Foundering.— Do.	Do.	2 lives lost.
Do. 17th	In Lat. 17° 0′ N., Long. 89° 0′ E.	Bay of Bengal	Do. Do.	Do.	None lost.
July 16th	Sundeep channel	Chittagong coast	Do. Tides and currents.	Do.	Do.
August 6th	Pir Sirang	Hooghly river	Capsized.—Deterioration of the channel.	Do.	5 lives lost.
Do. 25th	A mile from the Kenery light-house.	Bombay coast	Foundering.—Heavy weather	Do.	2 do.
September 10th	Off Mount Dilly	Malabar do.	Do. Do.	...	None lost.
Do. 29th	7 miles from Dehej	Gulf of Cambay	Stranding.—Tides and currents	None lost	Do.
October 3rd	In the Burrisal river	Soonderbuns	Do. Heavy weather	Not stated	Do.
December 2nd	At Shalimar	Hooghly river	Collision with the *Baba*.—Error of the Tindal.	...	Do.
Do. 10th	At Ada near Kelshi	Bombay coast	Stranding.—Tides and currents	...	Do.
Do. 11th	In Veraval harbour	Kathiawar do.	Foundering.— Do.	Partially lost.	Do.
Do. 12th	Opposite Ubhrat	Gulf of Cambay	Do. Heavy weather	All lost	Do.
Do. 19th	Near the port of Jaygad	Bombay coast	Stranding.— Do.	Do.	Do.
Do. 22nd	On a rock near Undalia Pir	Kathiawar do.	Do. Do.	Do.	Do.

TABULAR STATEMENT OF THE CASUALTIES

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

E.—CASUALTIES reported in Indian

No.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
1	FATE KHARE	Native craft	73	Bombay	Porbander and Vermalla
2	SHAHNOOR	British screw steamer	2,198	Do.	Porbander and Jiddah
3	WACHHODVEL	Native craft	27	Surat	Porbander
4	VITHALPRASAD	Do. do.	24	Bhwindi	Do.
5	HAIDREE	Do. do.	50	Mundra	Surat
6	CLYDESDALE	British screw steamer	2,596	London	Negapatam and Calcutta
7	BALLARAT	Do. do.	2,860	Bombay harbour	
8	NARAYAN PRASAD	British Indian	25	Bombay	Karanja
9	HARIPRASAD	Native craft	22	Bulsar	Bombay and Porbander
10	VITHALPRASAD	Do. do.	28	Bombay	Porbander
11	MICHAEL	Russian screw steamer.	2,071	Calcutta	Dundee
12	KODYA	British Indian	27	Mora	Karanja
13	PATHAN	British Inland steamer.	259	Goalando	Gowhatty and Dibrugarh
14	LUXMI	British Indian	18	Bassein	Bombay
15	VIRAWA	British screw steamer.	2,158	Calcutta	Moulmein and Bombay
16	HARIPRASAD	Native craft	59	Cochin	Verawal
17	SULTANI	Do.	53	Bombay	Porbander
18	SHEIKH BERKHUD	British screw steamer.	158	Aden	Perim
19	SALAMTI	Native craft	20	Bombay	Porbander
20	VISHNOO SAGAR	British Indian	22	Ponnani	Palapurti
21	MOHAMMADI	British screw steamer.	1,252	Bombay	Kamaran and Jiddah
22	GANESH PARSAD	British Indian	42	Do.	Tellicherry and Cannanore
23	SALAM SAVAI	Native craft	37	Karachi	Porbander
24	AVA	British Inland paddle steamer.	674	Rangoon	Mandalay
25	KASARA	British screw steamer.	505	Calcutta	Chittagong and Rangoon
26	PARVATIPRASAD	British Indian	87	Bassien	Bombay
27	PADWA	Do.	5	Waroda	Dabhol
28	CEAN CAMERON	British screw steamer.	2,285	Glasgow	Vizagapatam and Gopalpore
29	CITY OF BOMBAY	Do.	2,941	Calcutta	London
30	PALKHI	Native craft	99	Bombay	Porbander
31	OUNG CHOUNG THA	Burmese wooden schooner.	116	Camorta	Car Nicobar and Moulmein
32	DEBONG	British Inland flat	600	Narraingunge	Calcutta
33	APOLLO	British screw steamer.	2,432	Calcutta	Hamburg
34	SALAMATI	Native craft	10	Mangrol	Porbander

waters during the year 1902.

Date of casualty.	Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
January 4th	Surat river bar	Gulf of Cambay	Loss of cargo.—Heavy weather	Partially lost	None lost.
Do. 5th	In Lat. 21° 14' N., Long. 68° 25' E.	Arabian sea	Sprung a leak.—Do.	None lost	Do.
Do. 6th	Surat river bar	Gulf of Cambay	Loss of cargo.—Do.	Partially lost	Do.
Do. 7th	Do. do.	Do. do.	Do. Do.	Do. do.	Do.
Do. 8th	Near Miani bander	Kathiawar coast	Sprung a leak.—Do.	...	Do.
Do. do.	Madras harbour	Bay of Bengal	Damage to engine.—Unknown	None lost	Do.
Do. 9th	Off North channel beacon. Bombay harbour.	Bombay coast	Stranding.—Error of the Pilot	Do. do.	Do.
Do. 13th	In Karanja creek	Do. do.	Sprung a leak.—Contact with a fishing stake.	All lost	Do.
Do. 14th	Near Jaffrabad	Kathiawar do.	Loss of cargo.—Heavy weather	Partially lost	Do.
Do. 16th	Surat river bar	Gulf of Cambay	Do. Do.	Do. do.	Do.
Do. 19th	Madras harbour	Bay of Bengal	Fire.—Spontaneous combustion	Do. do.	Do.
Do. 22nd	Karanja port	Bombay coast	Sprung a leak.—Contact with her anchor.	Do. do.	Do.
Do. 23rd	Tezpore ghat, Assam	Brahmapootra river	Damage to engine.—Error of the engineer.	None lost	Do.
Do. 24th	South-west of Utan	Bombay coast	Stranding.—Error of the Tindal	All lost	Do.
Do. Do.	In the Moulmein river	Burma do.	Do. Error of the Pilot	None lost	Do.
Do. 25th	At Shivno in Kelshi	Bombay do.	Sprung a leak.—Defective construction.	Partially lost	Do.
Feb. 1st	Surat river bar	Gulf of Cambay	Loss of cargo.—Heavy weather	Do.	Do.
Do. 2nd	Massawa channel	Red sea	Damage to engine.—Tides and currents.	None lost	Do.
Do. 4th	Surat river bar	Gulf of Cambay	Loss of cargo.—Heavy weather	Partially lost	Do.
Do. 11th	Near Palapurti, south of Ponani.	Malabar coast	Stranding.—Tides and currents	Do.	Do.
Do. 16th	Off Someenia	Red sea	Do. Error of the Master	None lost	Do.
Do. 18th	Near the Padangad rock, port of Malwan.	Bombay coast	Do. Tides and currents	Partially lost and partly damaged.	Do.
Do. do.	At Chhad between Karachi and Porbander.	Kathiawar do.	Loss of cargo.—Heavy weather	Do.	Do.
Do. do.	Rangoon harbour	Burma do.	Fire.—Unknown	None lost	One life lost.
Do. 19th	Off Middlepoint, Rangoon river.	Do. do.	Collision with a Burman paddy boat.—Not exhibiting light.	Do.	None lost.
Do. 20th	Off Utan Custom House	Bombay do.	Stranding.—Tides and current	All lost	Do.
Do. do.	At the entrance to the port of Dabhol.	Do. do.	Capsized.—Heavy weather	Do.	Do.
Do. 22nd	Bimlipatam beach	Madras do.	Stranding.—Error of the Master.	None lost	Do.
Do. 24th	Kidderpore dock	Hooghly river	Fire.—Unknown	Partially damaged.	Do.
Do. 25th	Surat river bar	Gulf of Cambay	Loss of cargo.—Heavy weather	Partially lost.	Do.
March 2nd	On a sandbank on the Moulmein river.	Burma coast	Stranding.—Error of the Serang	Partially damaged.	Do.
Do. 7th	Kidderpore docks, No. 1 berth.	Hooghly river	Fire.—Unknown	All lost	Do.
Do. 8th	Off Diamond harbour	Do.	Do.	Partially lost and partly damaged.	Do.
Do. 11th	At Navibandar	Kathiawar coast	Loss of cargo.—Heavy weather	Partially lost.	Do.

E.—CASUALTIES reported in Indian

No.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
35	NEVASA	British screw steamer.	1,945	In Bombay harbour.	
36	GWALIOR	Do.	2,692	Madras	Rangoon
37	CARGO BOAT, No. 246	Native craft	29	At Balasore.	
38	CARGO BOAT, No. 24	Do.	32	False Point	Balasore
39	BARON ELDON	British screw steamer.	2,385	Barry	Aden
40	CARGO BOAT, No. 9	Native craft	38	False Point	Balasore port
41	NEGHELEH	British screw steamer	442	Suez	Massawa and Kamaran
42	LAXUMI	British Indian	8	Bhwindi	Bombay
43	SUFAR	Native craft.	Not known	Calicut	Mundra
44	CLAN FORBES	British screw steamer	1,543	Glasgow	Colombo and Calcutta
45	MUMBHAI SALAMTI	Native craft	30	Umergaon	Porbander
46	CLAN CAMERON	British screw steamer	2,285	Glasgow	Vizagapatam and Gopalpur
47	KNIGHT BACHELOR	Do. do.	4,092	Calcutta	Colombo
48	MAHARAJA	Do. do.	1,046	Moulmein	Calcutta
49	LORD ERNE	Do. do.	2,793	Rangoon	London
50	MANUKPRASAD	British Indian	39	Billimora	Bassein
51	LINDISFARNE	British screw steamer	1,944	Blyth	Point de Galle and Calcutta
52	ETTRICKDALE	Do. do.	2,468	Batoum	Suez and Bombay
53	SADALPASA	Native craft	48	Porbander	Bombay and Karachi
54	SHUMSHERI	British Indian	10	Trombay	Harnai
55	RAJAPURI	British screw steamer	84	Jaygad	Dabhol and Bombay
56	SALAMATI	Native craft	42	Murgaum	Porbander
57	CLAN MACLEAN	British screw steamer	1,486	Cochin	London
58	MAHADEV PASSA	British Indian	153	Porbander	Karachi
59	SANTON	Do. do.	10	Honavar	Shiroda
60	HERALD	British Inland steamer.	79	On river service	
61	FAZILKA	British screw steamer	2,698	Calcutta	Rangoon
62	SALAMATI	British Indian	19	Revdanda	Dabhol
63	LAKHMIPRASAD	Native craft	20	Umergaon	Porbander
64	DAN SALAMAT KHARE	Do. do.	99	Bombay	Do.
65	RAMPRASAD	Do. do.	21	Do.	Do.

waters during the year 1902—*contd.*

Date of casualty.	Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
March 11th	Bombay harbour	Bombay coast	Collision with the Princess' dock wall.—Error of the Pilot.	None lost	None lost.
Do. 13th	Lat. 13° 8′ N., Long. 80° 27′ E.	Bay of Bengal	Collision with another vessel, name unknown.—Not exhibiting light.	Do.	Do.
Do. 17th	A few miles south-east of the Panchpara river.	Orissa coast	Stranding.—Heavy weather	Partially lost and partly damaged.	Do.
Do. do.	South-east of the Bar buoy, Balasore roads.	Do.	Do. Do.	Do.	Do.
Do. 19th	Aden harbour	Gulf of Aden	Damage to engine.—Unknown	None lost	Do.
Do. 24th	On the sand bar to the north of the Outer bar buoy.	Orissa coast	Stranding.—Heavy weather	Partially lost and partly damaged.	Do.
Do. 24th	In Lat. 15° 22½′ N., Long. 41° 4½′ E.	Red sea	Do. Tides and currents	None lost	Do.
Do. 31st	About 200 yards north of Hog island.	Bombay coast	Do. Heavy weather	Partially lost and partly damaged.	Do.
Do. do.	Near Jaffrabad lighthouse	Kathiawar do.	Do. Do.	Do.	Do.
April 6th	Madras harbour	Bay of Bengal	Fire.—Spontaneous combustion.	All lost	Do.
Do. do	At Matvad	Kathiawar coast	Loss of cargo.—Heavy weather.	Partially lost.	Do.
Do. 7th	Mouth of the Bimlipatam river.	Coromandel do.	Stranding.—Error of the Master.	None lost	Do.
Do. 8th	Fulta sands	Hooghly river	Loss of anchor and chain—Tides and currents	Do.	Do.
Do. 10th	Roypore Reach	Do. do.	Stranding—Tides and currents	Do.	Do.
Do. 11th	Rangoon harbour	Burma coast	Fire—Spontaneous combustion	Do.	3 lives lost.
Do. 17th	Near Dahanu	Bombay do.	Damage to vessel.—Heavy weather.	Do.	None lost.
Do. 21st	Lat. 12° 32′ N., Long. 44° 2′ E.	Gulf of Aden	Stranding—Tides and currents.	Partially lost	Do.
May 2nd	Lat. 18° 1′ N., Long. 39° 57′ E.	Red sea	Fire.—Unknown	Unknown	Do.
Do. do.	Near Ghodahari	Sind coast	Loss of cargo.—Heavy weather.	Partially lost	Do.
Do. 3rd	Harnai bander	Bombay do.	Collision with the *Rajapuri*.—Error of the Master.	All lost	Do.
Do. do.	Do. do.	Do. do.	Do. with the *Shamsheri*.—Error of the Master.	None lost	Do.
Do. 6th	Navibander creek	Kathiawar coast	Loss of cargo.—Heavy weather.	Partially lost	Do.
Do. 7th	Two hundred miles off Cape Gardafui.	Arabian sea	Damage to vessel. Do.	None lost	Do.
Do. 8th	Off the Toorsian mouth of the Indus river.	Sind coast	Stranding. Do.	Do.	Do.
Do. 9th	At the mouth of the Redi creek.	Bombay do.	Do. Do.	Partially lost and partly damaged	Do.
Do. do.	Between Kooshtea and Seladah	Ganges river	Damage to engine.—Error of the engine driver.	.....	Do.
Do. do.	Rangoon river	Burma coast	Collision with a cargo boat.—Error of the Harbour Master.	None lost	Do.
Do. 10th	Anjanvel creek	Bombay do.	Capsized.—Error of the Tindal.	All lost	Do.
Do. 12th	Near Veraval	Kathiawar do.	Loss of cargo.—Heavy weather.	Partially lost.	Do.
Do. do.	Between Mangrol and Madhavpur.	Do. do.	Do. Do.	Do.	Do.
Do. do.	Near Porbander opposite Daria Mahal.	Do. do.	Stranding.— Do.	Do.	Do.

E.—CASUALTIES reported in Indian

No.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
66	SAKHARI SALAMATI	British Indian	9	Karanja	Harnai and Burondi
67	MAHOMED SALAMATY	Do. do.	10	Kiltan Divi	Mangalore
68	GHELLANI	Do. do.	36	Bambti jungle	Karachi
69	CURUMSHAI	Do. do.	7	Karachi	Pessoo's village
70	RUPAREL	Do. do.	32	Gogo	Bombay
71	PUTTON	Do. do.	Not given	Khuliffa jungle	Karachi
72	ALLAMALAI	Do. do.	10	Keti bander	Do.
73	IMAMSHAI	Do. do.	28	Bambti jungle	Do.
74	FATESHAI	Do. do.	22	Keti bander	Do.
75	HARSINGAR	Do. do.	33	Do.	Do.
76	MADEWPUGSA	Do. do.	10	Karachi	Punjgajo jungle
77	LALLAI	Do. do.	27	Bampti jungle	Karachi
78	CURIMSHAI	Do. do.	31	Keti bander	Do.
79	AMASA	British screw steamer	2,161	Colombo	Rangoon
80	WAROONGA	Do. do.	1,609	Negapatam	Penang
81	DHANPRASAD	British Indian		Gogo	Broach and Dholera
82	NARAYEN SAMSER	Do. do.	10	Bombay	Waroda
83	KNIGHT BACHELOR	British screw steamer	4,092	Middlesbro'	Calcutta and Bombay
84	DUPLEIX	French two-masted steamer.	1,264	Colombo	Madras and Calcutta
85	KOORDISTAN	British screw steamer	1,729	Bombay	Antwerp
86	SHREWSBURY	Do. do.	2,079	Colombo	Rangoon
87	GUIDE	British wooden brig.	Not given	Pilot vessel	
88	HOSEINEE	British screw steamer	994	In Bombay harbour	
89	INCHULVA	Do. do.	3,162	Calcutta	Colombo
90	OKLA	Do. do.	3,436	Dumbarton	Bombay
91	MARIENFELS	German screw steamer.	3,666	Calcutta	Hamburg
92	INDRA	British screw steamer	3,923	Barry	Calcutta and Bombay
93	ORIENTAL	Do. do.	3,085	Aden	Bombay
94	COURLAND	Do. do.	760	Bombay	Ratnagiri and Viziadurg
95	CARGO BOAT, No. 182	British Indian	53	Kussubpore	Chittagong
96	SATSUMA	British screw steamer	2,690	Singapore	New York
97	SULTAN	Do. do.	1,781	Zanzibar	Bombay *vid* Goa
98	KATHLEEN	British steam tug	190	Plying in the Rangoon river.	
99	SHAILAH	Native craft	30	Aden	D'Jibuti

waters during the year 1902—*contd.*

Date of casualty.	Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
April 13th	On the sea shore at Karanja	Bombay coast	Stranding.—Tides and currents	.....	None lost.
Do. do.	On the bar of the Mangalore backwater.	Malabar do.	Do. Error of the Tindal.	Partially lost and partly damaged.	Do.
Do. do.	In the Khauti creek	Sind do.	Capsized.—Heavy weather	Partially lost.	Do.
Do. do.	In the Vutha creek	Do. do.	Do. Do.	Do.	Do.
Do. do.	About 1 mile from the Perim lighthouse.	Gulf of Cambay	Sprung a leak—Tides and currents.	Partially lost and partly damaged.	Do.
Do. do.	Toorsian creek	Sind coast	Capsized.—Sprung a leak	Partially lost.	Do.
Do. do.	Near Keti bander	Do. do.	Stranding—Heavy weather	All lost	Do.
Do. do.	In the Gabri creek	Do do.	Do. Do.	Do.	1 life lost.
Do. do.	Near Keti bander	Do. do.	Capsized.— Do.	Do.	None lost.
Do. do.	Do. do.	Do. do.	Sranding.— Do.	Do.	Do.
Do. do.	Sisha creek	Do. do.	Do. Do.	Do.	Do.
Do. do.	Do. do.	Do. do.	Do. Do.	Do.	Do.
Do. do.	In the Ochto river	Do. do.	Do. Do.	Partially lost.	Do.
Do. do.	Southern end of St. Vincent's Reach, Bassein river.	Burma do.	Do. Error of the Pilot	None lost	Do.
Do. 15th	Fifteen miles from Negapatam.	Coromandel cost	Damage to engine.—Tides and currents.	Do.	Do.
Do. 17th	At the New Bathz	Gulf of Cambay	Stranding.—Accidental	Partially lost.	Do.
Do. 19th	Four miles from Dabhol	Bombay coast	Collision with a steamer.—Not exhibiting light.	Do.	Do.
Do. 20th	Sankral light	Hooghly river	Stranding.—Accidental	None lost	Do.
Do. 26th	Roypur Reach	Do. do.	Do. Error of the Pilot	Do.	Do.
Do. 30th	Lat. 18° 51'N., Long. 72° 0'E.	Bombay coast	Fire.—Unknown	Partly damaged	Do.
June 1st	Rangoon river	Burma do.	Collision with the Pilot brig *Guide*.—Error of the Master of the *Shrewsbury*.	.....	Do.
Do. do.	Do. do.	Do. do.	Do. with the *Shrewsbury*. Error of the Master.	.....	Do.
Do. 4th	Bombay harbour	Bombay do.	Sprung a leak.—Contact with anchor.	None lost	Do.
Do. 17th	Moyapore bar	Hooghly river	Damage to engine.—Error of 2nd Engineer.	Do.	1 life lost.
Do. 27th	Upper Bellary bar	Do. do.	Stranding.—Error of the Pilot	Do.	None lost.
Do. do.	About 140 miles S.S.E. of Ras Hafan.	Arabian sea	Damage to engine—Unknown	Do.	Do.
July 2nd	Nurpore Reach	Hooghly river	Stranding.—Deterioration of the channel.	Do.	Do.
Do. 5th	At the entrance to Victoria Dock, Bombay harbour.	Bombay coast	Collision with the dock wall. Error of 2nd and 3rd Engineers.	Do.	Do.
Do. 10th	Between Ratnagiri and Viziadurg.	Do. do.	Damage to vessel.—Tides and currents.	Do.	Do.
Do. 20th	On the Bakkhali shore	Chittagong do.	Loss of anchor and chain.—Heavy weather.	Partially lost and partly damaged.	Do.
Do. 21st	About 90 miles S.E. of Cape Gardafui.	Arabian sea	Fire.—Spontaneous combustion.	Partially lost.	Do.
August 7th	Lat. 12° 36'N., Long. 63° 40'E.	Do. do.	Damage to engine.—Accidental.	None lost	Do.
Do. 12th	Rangoon river	Burma coast	Collision with cargo boat, No. 429.—Error of the Tindal.	Do.	Do.
Do. 19th	Aden harbour	Gulf of Aden	Foundering.—Accidental	Partially lost	Do.

E.—CASUALTIES reported in Indian

No.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
100	AHAMADO HAJA	British Indian	25	Keyts	Pasalai in Ceylon
101	NARANPRASAD	Do. do.	25	Bhavnagar	Bombay
102	LAKHAMIPASA	Native craft	53	Karachi	Porbander
103	TROCAS	British screw steamer	2,657	London	Suez and Aden
104	RAMPASSA	Native craft	116	Karachi	Porbander
105	CITY OF KHIOS	British screw steamer	2,283	Glasgow	Suez and Calcutta
106	WESTMINSTER	Do. do.	2,510	Samarang	Colombo and Delaware
107	CHILKA	Do. do.	1,477	Moulmein	Penang
108	CHANDA	Do. do.	1,305	Calcutta	Rangoon and Moulmein
109	DOWRAH	British iron flat	1,000	Naraingunge	Calcutta
110	DUNGI HARIPRASAD	British Indian	36	Porbander	Bombay
111	LALLA ROOKH	British steam water boat.	Not given	Belonging to the Corporation of Calcutta.	
112	PURULIA	British screw steamer	993	Moulmein	Calcutta
113	GOA	Do. do.	1,217	Calcutta	Rangoon and Moulmein
114	BARON ARDROSSAN	Do. do.	1,825	Barry	Kamaran and Loheiya
115	BEGONIA	Do. do.	2,346	Cardiff	Batoum and Calcutta
116	ROMFORD	Do. do.	1,930	Newport	Delagoa Bay and Vohimao(Madagascar)
117	MANEKPRASAD	British Indian	25	Bombay	Surat
118	JORPANI	British iron inland flat	700	Naraingunge	Calcutta
119	PADARUTH	British Indian	139	Bombay	Cochin
120	LEXHIMIPASSA	Native craft	89	Bassein	Calicut and Kallai
121	SUGARPASA	Do. do.	89	Cochin and Mahim	Porbander
122	DOLATPASA	Do. do.	121	Linga	Do.
123	BABA	British steam launch	Not given	Plying in Calcutta.	
124	FATE KHER	Native craft	47	Mangalore	Porbander
125	SADALPASA	Do. do.	48	Karachi	Do.
126	KUSHALI	Do. do.	8	Kalyan	Trombay and Bombay
127	BAHADARI	Do. do.	7	Do.	Do. do.
128	HAIDARI	British screw steamer	1,563	Jiddah	Suakin and Massawa
129	HANMANT	British Indian	8	Kumta	Bombay
130	SWALIDALE	British screw steamer	2,347	London	Aden and Mombassa

waters during the year 1902—*concld.*

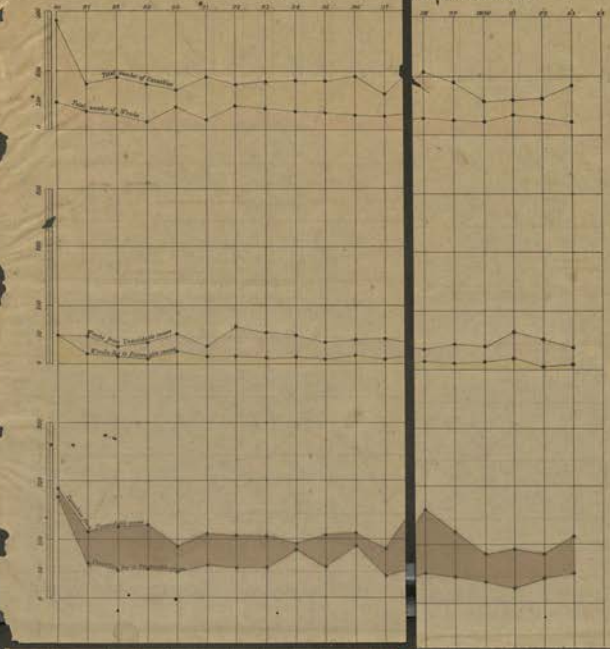
Date of casualty.	Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
August 23rd .	Half a mile N.-E. of the island of Nainativu.	Ceylon coast . .	Stranding.—Error of the Tindal.	...	None lost.
Do. 26th .	Near Parnera . . .	Bombay do. . .	Damage to vessel and cargo.—Heavy weather.	Partially lost	Do.
Do. 27th .	Near Ghodabari . .	Sind do. . .	Loss of cargo.—Do. . .	Partially lost and partly damaged.	Do.
Do. 28th .	Lat. 12° 40'N., Long. 43° 24½'E.	Red sea . . .	Stranding.—Error of the Master	None lost .	Do.
Do. 29th .	On a rock opposite the temple of Somnath.	Kathiawar coast .	Do. Heavy weather .	Partially damaged.	Do.
September 3rd .	Fifteen miles south-east of Perim harbour.	Gulf of Aden .	Fire.—Accidental . . .	Do. .	Do.
Do. 4th .	Unknown	Arabian sea . .	Damage to engine.—Accidental	Do. .	Do.
Do. 8th .	Moulmein river . . .	Burma coast . .	Stranding.—Deterioration of the channel.	Do. .	Do.
Do. do. .	Off Mapoon, Moulmein river	Do. do. . .	Collision with the "*Munchen.*"—Error of the Pilot.	Do. .	Do.
Do. 9th .	In the Sulu river, Soonderbunds.	Soonderbunds—Bengal.	Do. with a submerged danger.—Accidental.	Partly damaged.	Do.
Do. 16th .	Porbander creek . .	Kathiawar coast .	Stranding.—Tides and currents	None lost .	Do.
Do. 29th .	Between Baboo ghât and Chandpal ghat.	Hooghly river .	Collision with a cargo boat.—Error of the Master.	Do. .	Do.
October 3rd .	Liffey sand, Rangoon river .	Burma coast . .	Stranding.—Tides and currents	Do. .	Do.
Do. 19th .	Lady Clifford channel—Moulmein river.	Do. do. . .	Do. Error of the Pilot .	Do. .	Do.
Do. 20th .	Lat. 15° 39'N., Long. 42° 34'E.	Red sea . .	Do. Shoal not charted .	Do. .	Do.
Do. 26th .	Near Perim island . .	Do. . .	Do. Error of the Master	Do. .	Do.
Do. 27th .	Entrance to Vohimao bay .	Indian ocean . .	Do. Channel not buoyed	Do. .	Do.
Do. 31st .	Near Beacon No. 3, Tapti river.	Gulf of Cambay .	Do. Error of the Master	Nearly all lost	Do.
November 3rd .	Off Nimtolla ghât . .	Hooghly river .	Fire.—Unknown . . .	All lost .	Do.
Do. 5th .	Middle sand, Cochin bar .	Malabar coast .	Stranding.—Error of the Master	Partly damaged.	Do.
Do. 11th	Opposite the new Custom House at Calicut.	Do. do. .	Capsized.—Error of the Tindal	...	Do.
Do. 29th .	Entrance to Bombay harbour	Bombay do. .	Loss of cargo.—Heavy weather	Partially lost	Do.
Do. 30th .	Between Lingah and Porbander.	Arabian sea . .	Do. do.	Do. .	Do.
December 3rd .	Off Shalimar . . .	Hooghly river .	Collision with the "*Brownie.*"—Error of the Tindal.	...	Do.
Do. 8th .	Near Karwar . . .	Bombay coast .	Loss of cargo.—Heavy weather	Partially lost .	Do.
Do. 9th .	At Chad near Keti . .	Kathiawar do. .	Do. do. do. .	Do. .	Do.
Do. 12th .	Midway between Pirpar and Trombay.	Bombay do. .	Foundering.—Tides and currents.	All lost .	Do.
Do. do. .	Do. do. .	Do. do. .	Do. do. do. .	Do. .	Do.
Do. 13th .	At Suakin anchorage . .	Red Sea . .	Stranding.—Defective steering gear.	None lost .	Do.
Do. 23rd .	Kumta creek . . .	Bombay coast .	Foundering.—Tides and currents.	Partly damaged.	Do.
Do. 30th	At Ras Aluleh Lat. 12° o'N., Long. 50° 46⅓'E.	Arabian sea . .	Stranding.—Tides and currents.	Unknown .	Do.

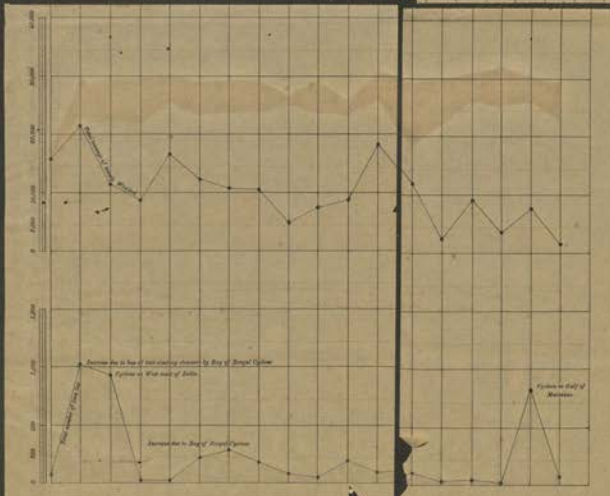
G. I. C. P. O.—No. 1425 P. O. Cal.—3-1203.—132.

ARABIA
HINDOSTAN
AFRICA

DIAGRAM.

Shewing Comparative Numbers of Maritime Wrecks and Casualties, Tot… Tonnage, and the Number of Lives Lost; reported to the Indian Wreck Department, Calcutta, from th… year 1886 to 1902 inclusive.


Total number of Casualties
Total number of Wrecks
Total No. of Casualties caused
Total No. of Wrecks caused
Total Tonnage of Casualties
Total Tonnage of Wrecks


Total number of Casualties
Total number of Wrecks
Increase due to loss of Intercolonial steamers by Bay of Bengal Cyclone
Cyclone on West coast of India
Increase due to Bay of Bengal Cyclone
Cyclone on Gulf of Martaban

7 51
1904

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

SEPARATE REVENUE.

COMMERCE AND TRADE—WRECKS AND CASUALTIES.

RETURN

OF

WRECKS AND CASUALTIES

IN

INDIAN WATERS

FOR THE YEAR 1903.

TOGETHER WITH A CHART SHOWING THE POSITIONS IN WHICH THEY OCCURRED, AND A DIAGRAM SHOWING COMPARATIVE NUMBERS OF THE REPORTED MARITIME WRECKS AND CASUALTIES, THE TOTAL TONNAGE, AND THE NUMBER OF LIVES LOST, FOR THE PAST EIGHTEEN YEARS.

PREPARED BY

E. J. BEAUMONT, COMMANDER, R.I.M.,

PORT OFFICER AND REGISTRAR OF WRECKS.

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY

CALCUTTA:

OFFICE OF THE SUPERINTENDENT OF GOVERNMENT PRINTING, INDIA.

1904.

CALCUTTA:
GOVERNMENT OF INDIA CENTRAL PRINTING OFFICE,
8, HASTINGS STREET.

REVIEW

DURING the year 1903, no British or Foreign vessels are reported to have been wrecked in Indian waters; and altogether, including British Indian vessels and Native craft, the total tonnage lost was so abnormally small, that whilst in a period of 39 years the Returns show 2,000 as the lowest aggregate tonnage lost, this year it is calculated at 1,823 tons. The total of reported wrecks is 43; casualties 163; and the number of lives lost 50.

Of the 43 vessels wrecked, there were 32 British Indian vessels, and 11 Native craft. Amongst the 163 casualties, there were 57 British and Foreign vessels, 91 British Indian vessels and 15 Native craft.

The aggregate number of wrecks and casualties consisted of 25 collisions, 4 founderings, 62 strandings, and 72 miscellaneous cases. Amongst the latter there were seven British and Foreign vessels that are reported to have been on fire; five from unknown causes and two from spontaneous combustion. The damage sustained was not very considerable and there were no lives lost.

These wrecks and casualties aggregating 206 are reported to have occurred in the following localities, *viz.*, 116 on the Bombay coast, 20 in the Hooghly river, 14 in the gulf of Cambay, and the rest in smaller numbers in other localities embraced in Indian waters.

The following analyses show (A) the causes to which the reported maritime wrecks and casualties are attributed; (B) a comparative statement of the reported number of maritime wrecks and casualties recorded in the Indian Wreck Department from the years 1879 to 1903 inclusive, showing respectively, in the cases of British and Foreign vessels, British Indian vessels, and Native craft, whether the disasters are due to unavoidable or preventible causes; (C) a comparative statement showing the reported number of maritime wrecks and casualties in Indian waters, the total tonnage of vessels wrecked, and the number of lives lost, during the years 1865 to 1903 inclusive; (D) a tabular statement of the wrecks; and (E) a tabular statement of the casualties reported in Indian waters during the year, arranged in the order in which they occurred.

A wreck chart of the Indian ocean, and a diagram showing the reported number of maritime wrecks and casualties in Indian waters; the total tonnage of vessels wrecked, and the number of lives lost during the years 1886 to 1903 inclusive, are also appended to this Return.

E. J. BEAUMONT, COMDR., R.I.M.,
Port Officer and Registrar of Wrecks.

PORT OFFICE,
Calcutta, 30th June 1904.

A.—Causes to which the reported maritime disasters are attributed.

	Collisions.			Founderings.			Strandings.			Other causes.		
	No.	Tonnage.	Lives lost.	No.	Tonnage.	Lives lost.	No.	Tonnage.	Lives lost.	No.	Tonnage.	Lives lost
WRECKS.												
British Vessels												
Steam	...	...	...	...	...	...	...	...	...	...	...	...
Sailing	...	...	...	...	...	...	...	...	...	...	...	...
British Indian Vessels.												
Steam	...	...	...	...	...	...	...	...	...	...	...	...
Sailing	4	66	...	2	77*	...	23	957*	1	3	106	4
Native craft of all nationalities.												
Steam	...	...	...	...	...	...	...	...	...	...	...	...
Sailing	...	...	...	2	218	12	7	311	...	2	88	...
Vessels of Foreign nationality.												
Steam	...	...	...	...	...	...	...	...	...	...	...	...
Sailing	...	...	...	...	...	...	...	...	...	...	...	...
Total	4	66	...	4	295	12	30	1,268	1	5	194	4
CASUALTIES.												
British Vessels.												
Steam	19	32,047†	...	...	...	...	17	42,976	...	11	24,482	...
Sailing	1	1,320	...	...	...	...	...	...	...	3	3,482	...
British Indian Vessels.												
Steam	...	...	...	...	...	...	...	...	...	...	...	...
Sailing	2	172	...	4	86	...	41	975†	5	44	1,265†	28
Native craft of all nationalities.												
Steam	...	...	...	...	...	...	...	...	...	...	...	...
Sailing	...	...	...	...	...	...	4	178	...	11	734	...
Vessels of Foreign nationality.												
Steam	3	8,248	...	...	...	...	...	...	...	3	4,925	...
Sailing	...	...	...	...	...	...	...	...	...	...	...	...
Total	25	41,787	...	4	86	...	62	44,129	5	72	34,888	28
GRAND TOTAL	29	41,853	...	8	381	12	92	45,397	6	77	35,082	32

* Not including the tonnage of three British Indian vessels not given.
† Exclusive of the tonnage of one British steam launch and three British Indian vessels not given.

B.—Comparative Statement of the reported number of maritime wrecks and casualties recorded in the Indian Wreck Department from the years 1879 to 1903 inclusive, showing respectively British and Foreign vessels, British Indian vessels, and Native craft.

Year.	WRECKS.						Total.	CASUALTIES.						Total.
	British and Foreign vessels.		British Indian vessels.		Native craft.			British and Foreign vessels.		British Indian vessels.		Native craft.		
	Unavoidable.	Preventable.	Unavoidable.	Preventable.	Unavoidable.	Preventable.		Unavoidable.	Preventable.	Unavoidable.	Preventable.	Unavoidable.	Preventable.	
1879	11	11	176	18	68	5	289	76	35	58	10	11	2	192
1880	2	11	15	12	7	3	50	90	47	9	5	4	1	156
1881	6	9	28	9	8	3	63	97	49	29	14	5	2	196
1882	9	8	39	6	13	5	90	119	98	45	33	8	...	303
1883	5	10	22	10	12	6	65	148	88	57	29	9	5	336
1884	6	7	26	22	11	7	79	153	83	50	34	14	5	339
1885	12	24	19	14	12	6	87	155	135	25	29	10	4	358
1886	4	10	30	24	11	12	91	129	130	37	31	16	8	351
1887	9	9	21	5	19	5	68	51	43	41	47	14	4	100
1888	3	8	8	7	16	6	48	72	33	39	11	35	...	190
1889	5	3	22	2	10	1	43	80	40	36	7	10	1	74
1890	10	11	28	14	9	1	73	65	41	23	7	5	...	141
1891	7	5	16	2	6	3	39	67	71	45	4	3	2	192
1892	3	3	30	5	31	...	72	36	48	42	3	29	...	158
1893	6	4	36	6	9	...	61	46	54	48	4	9	1	162
1894	2	2	39	5	5	2	55	31	64	55	15	11	3	179
1895	4	3	28	9	5	...	49	48	36	55	17	6	1	163
1896	3	3	23	9	16	...	54	38	64	42	20	22	3	189
1897	4	6	34	4	9	...	57	33	27	43	8	9	...	120
1898	3	6	19	8	10	...	46	85	44	50	5	20	1	211
1899	1	3	39	4	6	1	54	84	37	22	3	17	1	104
1900	2	3	24	6	14	1	50	40	29	33	2	9	...	119
1901	1	3	46	6	12	1	69	44	15	35	6	19	1	120
1902	6	1	33	2	11	...	53	29	34	25	9	29	4	130
1903	...	...	27	5	10	1	43	16	41	84	7	13	2	163

C.—Comparative Statement showing the reported number of maritime wrecks and casualties in Indian waters, the total tonnage of vessels wrecked, and the number of lives lost, during the years 1865 to 1903, inclusive.

Year.	Number of wrecks and casualties.	Total tonnage lost.	Lives lost.	Year.	Number of wrecks and casualties.	Total tonnage lost.	Lives lost.
1865	28	14,443	6	1885	445	41,257	515
1866	32	15,597	35	1886	442	15,402	105
1867	37	17,417	49	1887(*g*)	228	20,022	1,016
1868	20	12,558	19	1888(*h*)	238	11,739	917
1869	55	25,688	279	1889	217	9,629	35
1870	44	14,809	51	1890	214	16,973	22
1871	47	18,804	118	1891	231	12,068	240
1872(*a*)	106	34,238	143	1892	230	10,410	272
1873	42	12,110	3	1893	223	12,428	170
1874	69	16,656	85	1894	234	6,180	81
1875	62	11,193	65	1895	212	7,982	63
1876(*b*)	110	23,866	95	1896	241	8,147	168
1877(*c*)	163	26,847	142	1897	177	18,141	96
1878(*d*)	228	35,873	131	1898	257	11,979	75
1879(*e*)	481	32,541	357	1899	218	2,728	22
1880	206	15,662	120	1900	169	9,140	34
1881(*f*)	259	17,814	186	1901	189	4,980	22
1882	393	29,272	155	1902(*i*)	183	6,949	831
1883	401	21,760	62	1903	206	1,663(*j*)	50
1884	418	17,109	78				

From the foregoing it will be seen that during the past 39 years, *viz.*, from 1865 to 1903, inclusive, the annual average of the reported wrecks and casualties in Indian waters has been 199; the average total tonnage of vessels wrecked was 16,440; and the average number of lives lost was 178.

Notes.—(*a*) Exclusive of four vessels supposed to have been lost.
(*b*) Does not include the 400 pilgrims lost in the *Hydree* and 428 in the *Jarad*, both wrecked in the Red Sea, nor the Masters and crew of both these vessels.
(*c*) Not including the Masters and crew of the *Ariadne* and the *Coda Bux*, supposed to have foundered.
(*d*) Not including the Master and crew of the *Lady Rawlinson*, supposed to have foundered, and also of the *Fattal Karrim*, *Fattay Rassak*, *Lady Amherst*, and *William Stevenson*. The tonnage of the *Queenstown*, *City of Palaces*, *Fattal Karrim*, *Fattay Rassak*, *Lady Amherst*, and *William Stevenson* was not reported, and is therefore not included.
(*e*) The number lost in the *Essex* was not reported.
(*f*) Does not include the missing ship *Nebo*.
(*g*) Does not include the number of lives supposed to be lost in the *Lamport*.
(*h*) Not including the tonnage of one British Indian and two Native craft which were not given.
(*i*) Not including the tonnage of one British steam launch, three British Indian vessels, and one Native craft not given.
(*j*) Exclusive of the tonnage of three British Indian vessels not given.

TABULAR STATEMENT OF THE WRECKS

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY

D.—WRECKS reported in Indian

No.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
1	DARIA DOLAT	British Indian	12	Bombay	Tankaria
2	DHANPRASAD	Native craft	39	Mangalore	Surat
3	SHAHJAHAN	Do. do.	66	Bombay	Veraval
4	MUNDOO HODI	British Indian	80	Calcutta	Maldive islands
5	YESHWANTI	Do. do.	9	Nagothna	Ratnagiri
6	MAHADEV PRASAD	Do. do.	37	Ratnagiri	Bombay
7	VITHAL PRASAD	Do. do.	17	Tankaria	Do.
8	YESHWANTI	Do. do.	2	Burondi	The sea
9	FATE SALAM	Do. do.	19	Bombay	Jaitapur
10	NGWE THEIN	Native craft	79	Mergui	Tavoy and Rangoon
11	SUVALLA VINAYAK PRASAD	British Indian	16	Vengurla	Jaitapur and Dabhol
12	ABBASHY	Do. do.	77	Karachi	Bander Abbas
13	BHAWANI	Do. do.	8	Goa	Bombay
14	LAXMIPRASAD	Native craft	26	Bombay	Bhavnagar
15	PURAN PRASAD	British Indian	33	Dholera	Bombay
16	RUPAREL	Do. do.	10	At Manori	
17	SUWALA SATERI PRASAD	Do. do.	44	Bombay	Arawandi
18	FATEBAJ	Native craft	44	Mahuva	Bombay
19	YESHWANTI	British Indian	6	Bombay	Ratnagiri
20	RUPAREL	Do. do.	20	Dantivra	Bombay
21	MACHERI LABHSAVAI	Do. do.	12	At Usarni	
22	MANIK PRASAD	Do. do.	Not given	Murmagao	Broach
23	DEVIPRASAD	Do. do.	49	Panjim	Do.
24	GANGA PRASAD	Do. do.	Not given	Murmagao	Do.
25	RUPAREL	Do. do.	8	At Mahim	
26	BUKHTAWAR	Native craft	28	Sanjan	Mahuva
27	RAMPRASAD	British Indian	10	Bombay	Dantivra
28	ALIMADAT	Do. do.	119	Beypore	Calicut and Dwarka
29	DHANPRASAD	Do. do.	10	At Nawapur	
30	RUPAREL	Do. do.	9	At Achra	
31	VIJLIPRASAD	Do. do.	33	Bombay	Broach
32	OUNG CHAN THA GYI	Native craft	174	Car Nicobar	Moulmein

waters during the year 1903.

Date of wreck.	Position of wreck and name of shoal, etc.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	Number of lives lost or saved.
January 26th.	Near Deogagon . . .	Gulf of Cambay .	Stranding.—Heavy weather .	All lost .	1 life lost.
Do. 31st.	Two miles south of Sindhudurg fort in Malwan.	Bombay coast .	Do. . Error of the Tindal	Do. .	None lost.
February 5th.	On a rock near Undalia Pir in Satrapadh.	Kathiawar do. .	Do. Heavy weather .	Partially lost .	Do.
Do. 9th.	Near Calimere point . .	Coromandel do. .	Sprung a leak.—Tides and currents.	All lost .	4 lives lost.
Do. 11th.	On a rock opposite the Mirya hills.	Bombay do. .	Stranding.—Heavy weather .	...	None lost.
Do. 15th.	Six miles out at sea off Waroda bander.	Do. do. .	Collision with a kotia.—Error of the Tindal.	All lost .	Do.
Do. 28th.	On a sand bank off Dhadhar creek.	Do. do.	Stranding.—Error of the Tindal.	Do. .	Do
March 28th.	About 3 miles west of Burondi in Bankot.	Do. do. .	Collision with the *Savitri*.—Not exhibiting light.	...	Do.
Do. 31st.	About a mile from Chaul Khodi beacon.	Do. do. .	Do. with a fishing stake.—Accidental.	All lost .	Do.
April 1st.	Off the Spit light-vessel .	Burma do. .	Sprung a leak.—Unknown .	Do. .	Do.
Do. 12th.	At the entrance of the Kolthare creek, Dabhol.	Bombay do. .	Do. Tides and currents.	Partially lost .	Do.
Do. 29th.	Off the Piti mouth of the Indus river.	Sind do. .	Foundering.—Heavy weather .	All lost .	Do.
May 3rd.	Opposite Burondi point, Anjanvel district.	Bombay do. .	Collision with a steamship.—Error of the Tindal.	Do. .	Do.
Do. 8th.	Near the Dandi lighthouse .	Do. do. .	Stranding.—Heavy weather .	Partially lost .	Do.
Do. 16th.	Opposite do. .	Do. do. .	Do. do. .	All lost .	Do.
Do. 18th.	Opposite the Dongri rocks about a mile out at sea.	Do. do. .	Capsized.—Heavy weather .	...	Do.
Do. 22nd.	At Vengurla bander . .	Do. do. .	Stranding.—Tides and currents	...	Do.
Do. 23rd.	At sea near Agashi . .	Do. do. .	Foundering.—Heavy weather .	All lost .	5 lives lost.
Do. do.	Near Naroon in Anjanvel .	Do. do. .	Stranding. Do. .	...	None lost.
Do. 24th.	On a sand bank in the Dantivra creek.	Do. do. .	Do. Do. .	All lost .	Do.
Do. do.	On the Usarni shore . .	Do. do. .	Do. Do. .	...	Do.
Do. do.	On a sand bank in the Dabhol creek.	Do. do. .	Do. Do. .	Partially lost .	Do.
Do. do.	Do. do. .	Do. do. .	Do. Do. .	Do. .	Do.
Do. do.	Do. do. .	Do. do. .	Do. Do. .	Do. .	Do.
Do. do.	At Mahim	Do. do. .	Do. Do. .	...	Do.
Do. do.	In the Sanjan creek . .	Do. do. .	Do. Do. .	Partially lost .	Do.
Do. do.	In the Dantivra port . .	Do. do. .	Do. Do. .	...	Do.
Do. 25th	Near the Harnai Custom House.	Do. do. .	Do. Do. .	Partially lost .	Do.
Do. do.	Between Aliwadi and Nawapur.	Do. do. .	Do. Do. .	...	Do.
Do. 28th.	At the entrance of the Achra creek.	Do. do. .	Do. Do. .	Partially lost .	Do.
Do. 30th.	On the sea shore off Lakhigam.	Gulf of Cambay .	Do. Do. .	Do. .	Do.
July 13th.	Forty-five miles eastward of Car Nicobar.	Bay of Bengal .	Foundering. Do. .	All lost .	8 lives lost.

D.—WRECKS reported in Indian

No.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
33	AMANATHUR ROWNAN . .	British Indian brig. .	198	Chittagong . .	Ramchandrapore . . . .
34	A BURMESE BOAT (NO NAME) .	Native craft . .	9	Mergui . . .	Tavoy and Pyinboo . . .
35	RUPAREL	Do. do. . .	9	Bhavnagar . .	Vithalbandar . . . .
36	SHWE KNYEE . . .	Do. do. . .	12	Tavoy . . .	Palow . . . . .
37	PARVATIPASA . . .	Do. do. . .	131	Navanagar . .	Bombay and Beypore . . .
38	VERISAL	British Indian . .	98	Damas . . .	Calcutta . . . . .
39	CADIR BAKAS . . .	Do. do. . .	39	Mangalore . .	Cochin . . . . .
40	CHATTAMBARAM SWAGAMY LETCHMY.	Do. do. brig. .	203	Cocanada . .	Jaffna . . . . .
41	RUPAREL	British Indian . .	Not given	Jaffrabad . .	Kalyan . . . . .
42	RATNAGIRI	Do. do. . .	22	Navsari . .	Bombay . . . . .
43	RAMPRASAD	Do. do. . .	16	Broach . . .	Dholera . . . . .

waters during the year 1903—*concluded.*

Date of wreck.	Position of wreck and name of shoal, etc.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	Number of lives lost or saved.
August 12th.	Birbiri Chur . . .	Chittagong coast.	Stranding.—Tides and currents	Partially lost.	None lost,
September 18th.	Shinmow point, Tavoy river .	Burma do. .	Capsized. Do. .	All lost .	Do.
Do. do. .	Near Tarakpore, mouth of the Subarmati river.	Gulf of Cambay .	Stranding. Do. .	...	Do.
Do. 20th.	Shinmow point, Tavoy river .	Burma coast.	Do. Do. .	...	Do.
October 7th.	At the entrance to the Beypore river.	Malabar do. .	Do. Tides and currents	Partially lost.	Do.
Do. 29th.	One mile south of Pentacotta in Vizagapatam district.	Coromandel do. .	Do. Heavy weather .	All lost .	Do.
November 8th.	On the bar of Mangalore harbour.	Malabar do. .	Do. Tides and currents	Partially lost.	Do.
December 4th.	7 miles south of Negapatam port.	Coromandel do. .	Do. Heavy weather .	Do. .	Do.
Do. 26th.	Between Gholwad and Chikli	Bombay do. .	Foundering. Do. .	All lost .	Do.
Do. do. .	North of the port of Arnala .	Do. do. .	Stranding. Do. .	Partially lost.	Do.
Do. 27th.	Opposite the Custom House at Gogo.	Gulf of Cambay .	Do. Do. .	Do. .	Do.

TABULAR STATEMENT OF THE CASUALTIES

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY

E.—CASUALTIES reported in Indian

No.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
1	JEYPRASAD	Native craft	28	Bombay	Bhavnagar
2	SHAHNOOR	British screw steamer.	2,198	Yenbo	Bombay
3	HARIPRASAD	Do. Indian.	20	Bulsar	Do.
4	PATRICIAN	Do. screw steamer.	4,859	Calcutta	London
5	ANNIE	Do. steam launch.	50	Plying in the river	Hooghly
6	VICTORIA	Do. do.	40	Do. do.	Do.
7	RAMBAN	Do. Indian.	12	Mangalore	Kumta
8	SALAMAT KHER	Native craft	99	Karachi	Porbander
9	RUPAREL	British Indian.	21	Cambay	Mandvi
10	SALAMATI	Do. do.	16	Karanja	Purnagad
11	A. VESPUCCI	Italian mail steamer.	534	Asab	Massawa
12	ALESIA	German screw steamer.	3,312	Singapore	Calcutta and Hamburg
13	GOLCONDA	British screw steamer.	3,761	Colombo	London
14	PENTAKOTA	Do. do.	2,209	Singapore	Moulmein and Rangoon
15	RAHEMANI	Native craft	43	Karachi	Broach and Porbander
16	THYRA	British screw steamer.	2,244	At	Rangoon
17	GWALIOR	Do. do.	2,692	Madras	Rangoon
18	REWAPRASAD	Native craft	23	Bulsar	Dahanu and Porbander
19	OCKENFELS	German screw steamer.	2,314	Hamburg	Djibuti and Bombay
20	ARABIA	British do.	2,331	Glasgow	Liverpool and Calcutta
21	GANGES	Do. do.	2,721	Penarth	Suez and Aden
22	DARIA DOLAT	British Indian.	23	Broach	Bombay
23	TAROBA	British screw steamer	3,657	At	Rangoon
24	LONDON BRIDGE	British fore and aft steamer.	1,936	Cardiff	Calcutta and Madras
25	MAHARAJA	British screw steamer	1,046	At	Moulmein.
26	ATAKA	Do. do.	2,393	Barry	Suez and Perim
27	LAKHAMIPASA	Native craft	149	Maskat	Bombay and Porbander
28	RAHIMANI	Do. do.	15	Rajpuri	Bombay
29	CARGO BOAT No. 16	Do. do.	41	False point	Balasore ghat
30	ULANDIGHI	British Indian	2	Sakri	To sea for fishing purposes
31	BARKHATI	Do. do.	1	Do.	Do.
32	DOLAT SAVAI	Native craft	21	Bulsar	Umbargaon and Porbander
33	JERSEYMOOR	British screw steamer	2,408	Algoa bay	Bombay
34	AMBALIKA	British steam launch	90	Calcutta	Vizagapatam and Bombay

waters during the year 1903.

Date of casualty.	Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
January 1st	At sea near Dahanu	Bombay coast	Damage to vessel and cargo.—Heavy weather.	Partially lost	None lost.
Do. 8th	Yenbo harbour	Red sea	Stranding.—Heavy weather	...	Do.
Do. 13th	Kosumba creek	Bombay coast	Do. Tides and currents	Partially lost.	Do.
Do. 16th	On the Mayapore bar	Hooghly river	Do. Do.	None lost	Do.
Do. 18th	Kamarhatty jetty	Do. do.	Collision.—Accidental	...	Do.
Do. do.	Do. do	Do. do.	Do. Do.	...	Do.
Do. 21st	At the mouth of the Kumta creek.	Bombay coast	Capsized.—Tides and currents	Partially lost.	Do.
Do. 24th	Near Ghodabari, Indus river.	Sind do.	Loss of cargo.—Heavy weather.	Do.	Do.
Do. do.	Near Dwarka	Kathiawar do.	Damage to vessel.—Heavy weather.	Do.	Do.
Do. 27th	At the mouth of the Purnagad creek.	Bombay do.	Stranding.—Tides and currents	Do.	Do.
Do. 28th	Aden inner harbour	Gulf of Aden	Damage to engine.—Unknown	None lost	Do.
Do. do.	Garden Reach	Hooghly river	Collision with the Golconda.—Error of the Harbour Master.	Do.	Do.
Do. do.	Do. do.	Do. do.	Do. with the Alesia.—Error of the Harbour Master.	Do.	Do.
Do. 31st	In the Rangoon river	Burma coast	Stranding.—Error of the Pilot.	Do.	Do.
Do. do.	Near Vesawada	Kathiawar do.	Do. Tides and currents	Do.	Do.
Do. do.	In the Rangoon river	Burma do.	Do. Do.	Do.	Do.
February 2nd	D'Silva sands, Rangoon river.	Do. do.	Do. Error of the Pilot.	Do.	Do.
Do. 7th	Between Dahanu and Porbandar.	Arabian sea	Loss of cargo.—Heavy weather.	Partially lost.	Do.
Do. 10th	Bombay harbour explosives anchorage.	Bombay coast	Fire.—Unknown	None lost	Do.
Do. do.	Exact locality not given	Bay of Bengal	Damage to engine.—Unknown.	Do.	Do.
Do. 11th	Off the Zafarana lighthouse	Gulf of Suez	Stranding.—Error of the 2nd officer.	Do.	Do.
Do. 15th	Between Dandi and Ubhrat	Bombay coast	Do.—Tides and currents	Partially lost and partly damaged.	Do.
Do. 20th	Hastings bar, Rangoon river.	Burma do.	Damage to engine—Accidental	None lost	Do.
Do. [illegible]	Off the Pulicat light.	Coromandel do.	Stranding—Error of the Master	Do.	Do.
Do. 26th	In the Moulmein river	Burma do.	Collision with No. 2 Mooring buoy.—Error of the Pilot.	Do.	Do.
Do. do	Lat. 29° 21′ N. Long 32° 36′E.	Gulf of Suez	Stranding—Tides and currents	Do.	Do.
Do. 27th	Surat river bar	Gulf of Cambay	Loss of cargo—Heavy weather	Partially lost.	Do.
Do. do.	About a mile from Kenery island.	Bombay coast	Collision with a fishing stake—Accidental.	All lost.	Do.
March 6th	At Pakhrabad on the Balasore river.	Orissa do.	Stranding.—Accidental	Partially lost and partly damaged.	Do.
Do. 8th	Close to the Ambulgad reef buoy.	Bombay do.	Capsized.—Heavy weather	...	Do.
Do. do.	Do. do.	Do. do.	Do. Do.	...	Do.
Do. do.	Near Diu	Kathiawar do.	Damage to vessel—Heavy weather.	Partially lost.	Do.
Do. do.	Lat. 12° 12′ N. long. 66° 5′ E.	Arabian sea	Damage to engine—Accidental	...	Do.
Do. 12th	Off the Armeghan lighthouse	Coromandel coast	Do. Do.	...	Do.

E.—Casualties reported in Indian

No.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
35	Okara	British fore and aft steamer.	3,439	Bombay	Calcutta
36	Hariprasad	British Indian	18	Do.	Broach
37	Bechuana	British screw steamer	2,678	Cape Town	Galle and Rangoon
38	Baron Eldon	Do. do.	2,385	Cardiff	Cape Town
39	Knight of St. George	Do. do.	2,967	Do.	Calcutta and Bombay
40	Kohinoor	Do. do.	1,935	Calcutta	Cochin and Calicut
41	Sadamasti	British Indian	8	Honavar	Kumta
42	Shaool Hamid	Do. do.	20	Kundapur	Badagara
43	Ahmadi	British screw steamer	1,640	Bombay	Aden and Suakin
44	Ramban	British Indian	5	Do.	Nagothna and Thul
45	Suryaban	Do. do.	7	Karanja	Bombay
46	Goosery	British steel flat	1000	At	Calcutta
47	Ujina	British screw steamer	3,426	Bombay	Rangoon and Penang
48	Oscar II	Norwegian screw steamer.	1,999	Colombo	Calcutta
49	Hem Prasad	British Indian	79	Cochin	Bombay
50	Ramban	Do. do.	8	Kumta	Do.
51	Dolti	Native craft	44	Veraval	Calicut and Porbander
52	Godavriprasad	British Indian	16	Umbergaon	Navsari
53	Apollo	British screw steamer	2,466	Middlesbro'	Calcutta and Marseilles
54	Darya Dolat	Native craft	75	Zanzibar	Beyt
55	Manekprasad	British Indian	15	Cambay	Bombay
56	Puranprasad	Do. do.	26	Bombay	Broach
57	Manekprasad	Do. do.	30	Bhavnagar	Bombay
58	Khoda Buksh	Do. do.	22	Bombay	Dahanu
59	Narayen Samser	Do. do.	13	At	Devgad
60	Bhawani	Do. do. (jolly boat).	Not given	At sea near	Bombay
61	Nagaphani	British Indian	96	Panji	Jaitapur and Cutch Anjar
62	Narayen Sawal	Do. do.	35	Betool	Broach
63	Dhanasagar	Do. do.	13	Arnala	Surat
64	Pitcairn island	British steel barque	1,320	Zanzibar	Calcutta
65	Wardha	British screw steamer	2,563	Rangoon	Do.

waters during the year 1903—*continued.*

Date of casualty.	Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
March 13th	Fulta Point	Hooghly river	Collision with a flat.—Tides and currents.	...	None lost.
Do. 15th	At sea off Malaka Danda	Bombay coast	Stranding.— Do.	Partially lost	Do.
Do. do.	In the Rangoon river	Burma do.	Collision with a cargo boat.—Accidental.	...	Do.
Do. do.	Do. do.	Do. do.	Do. with a lighter.—Accidental.	None lost	Do.
Do. 18th	South of the Komarie Ridge	Ceylon do.	Stranding—Error of the Master.	Do.	Do.
Do. 20th	Lat. 9° 16′ N., Long. 75° 59′E.	Malabar do.	Collision with a British Indian brig —Not exhibiting light.	Do.	Do.
Do. 22nd	At the mouth of the Kumta creek.	Bombay do.	Foundering.—Heavy weather	Partially lost and partly damaged.	Do.
Do. 26th	On the bar of the Baliapatam river.	Malabar do.	Stranding.—Accidental	Partially lost.	Do.
Do. 27th	Suakin harbour	Red sea	Do. Defective steering gear.	None lost	Do.
Do. 30th	About ½ mile from Navapur in Kolaba district.	Bombay coast	Capsized.—Heavy weather	Partially lost and partly damaged.	Do.
April 15th	Off Karanja boarding station	Do. do.	Do. Do.	All lost	Do.
Do. 24th	At Calcutta	Hooghly river	Fire.—Unknown	Partially damaged.	Do.
Do. 27th	In the Rangoon river	Burma coast	Stranding.—Deterioration of the channel.	None lost	Do.
Do. 28th	At Garden Reach	Hooghly river	Collision with the S.S. *Gloucester City*.—Error of the Harbour Master.	Do.	Do.
May 2nd	On the Cochin bar	Malabar coast	Stranding —Error of the Tindal.	Partially lost.	Do.
Do. 8th	At the month of the Kumta creek.	Bombay do.	Do. Tides and currents	Partly damaged.	Do.
Do. 14th	Near Ratnagiri	Do. do.	Loss of cargo.—Heavy weather	Partially lost.	Do.
Do. 16th	In the Navsari creek, Surat district.	Do. do.	Stranding.—Tides and currents	Do.	Do.
Do. 18th	In the Negapatam roadstead	Coromandel do.	Fire.—Spontaneous combustion	None lost	Do.
Do. do.	Exact locality not stated	Arabian sea	Damage to ship and cargo.—Heavy weather.	Partially lost.	Do.
Do. 19th	In the Dandi creek, Surat district.	Gulf of Cambay	Stranding.—Tides and currents	Partly damaged.	Do.
Do. 21st	At the mouth of the Dahanu creek.	Bombay coast	Damage to vessel and cargo.—Heavy weather.	All lost	Do.
Do. 22nd	Near Dahanu	Do. do.	Do. Do.	Partially lost.	Do.
Do. 23rd	Off Dahanu	Do. do.	Stranding. Do.	...	Do.
Do. do.	At the entrance of the Vingorla creek.	Do. do.	Do. Do.	...	Do.
Do. do.	Near Bombay harbour	Do. do.	Capsized. Do.	...	1 life lost.
Do. do.	North of Bombay harbour	Do. do.	Damage to vessel and cargo.—Heavy weather.	Partially lost.	None lost.
Do. do.	On the sea shore off Shiroda	Do. do.	Stranding.— Do.	Do.	Do.
Do. 24th	In the port of Arnala	Do. do.	Capsized. Do.	All lost	8 lives lost.
Do. do.	Fulta Reach	Hooghly river	Collision with the S.S. *Wardha*.—Error of the Pilot of that vessel.	...	None lost.
Do. do.	Do. do.	Do. do.	Do. with the *Pitcairn Island*.—Error of the Pilot of the *Wardha*.	None lost	Do.

E.—CASUALTIES reported in Indian

No.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
66	RATNAGIRI	British Indian	20	Bombay	Dahanu
67	VITHALPRASAD	Do. do.	32	In Bombay harbour	
68	HARIPRASAD	Do. do.	24	Bombay	Dahanu
69	RATNAPARKHI	Do. do.	12	Dahisar	Agashi
70	LAXUMI	Do. do.	3	Bandora	To sea
71	JAMNAPRASAD	Do. do.	53	Goa	Broach
72	A FISHING BOAT (no name).	Do. do.	Not given	Warli	To sea for fishing purposes
73	PIR MADAT	Do. do.	38	Karanja	Bombay
74	RUPAREL	Do. do.	17	Navapur	Do.
75	BHAWANI	Do. do. (jolly boat).	Not given	Warli	To sea
76	SALAMATI	Do. do.	34	Bombay	Alleppey
77	DARYA DAULAT	Do. do.	34	Do.	Mora harbour
78	LUXUMI	Do. do.	24	Do.	Alleppey
79	VITHALPRASAD	Do. do.	32	Do.	Do.
80	LACHIPRASAD	Do. do.	12	Dantivra	Vessawa
81	DARYA BAHADUR	Do. do.	23	Bombay	Alleppey
82	DARYA DAULAT	Do. do.	35	Do.	Do.
83	VIJALIPRASAD	Do. do.	10	Do.	Tarapur
84	RUPAREL	Do. do.	19	Dahanu	Bombay
85	PITAMBER PRASAD	Do. do.	22	Do.	Do.
86	DHAN PRASAD	Do. do.	30	Do.	Do.
87	YESHWANTI	Do. do.	6	Rewas	To sea
88	VIJILIPRASAD	Do. do.	18	Dahanu	Bombay
89	RUPAREL	Do. do.	9	Wadrai	Do.
90	SAKHRI SALAMATI	Do. do.	11	Bombay	Agashi
91	RUPAREL	Do. do.	19	Umbergaon	Bombay
92	LUXUMIPRASAD	Do. do.	46	Bhavnagar	Matvad and Bombay
93	DHANPRASAD	Do. do.	18	Dahanu	Bombay
94	LABHSARAI	Do. do.	12	Do.	Do.
95	HIRAPRASAD	Do. do.	15	Nawapur	Do.
96	LUXUMI	Do. do.	12	Dahisar	Arnalla
97	RAMBAN	Do. do.	37	Bombay	Alleppey
98	MANIKPRASAD	Do. do.	16	Nawapur	Bombay
99	PARVATIPRASAD	Do. do.	16	Bombay	Dantivra
100	DARYA DOWLAT	Do. do.	21	Agashi	Bassein
101	RUPAREL	Do. do.	27	Do.	Bombay

waters during the year 1903—*continued.*

Date of casualty.	Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
May 24th	At sea off Chaupati	Bombay coast	Damage to vessel.—Heavy weather.	...	None lost.
Do. do.	Bombay harbour	Do. do.	Collided with a steamer.—Accidental.	Partially lost	Do.
Do. do.	At sea off Tarapur	Do. do.	Damage to vessel.—Heavy weather.	...	Do.
Do. do.	In a creek off Sonai	Do. do.	Capsized.—Heavy weather	All lost	Do.
Do. do.	At sea off Bandora	Do. do.	Stranding.— Do.	Do.	2 lives lost.
Do. do.	At sea near Ratnagiri	Do. do.	Damage to vessel and cargo. —Heavy weather.	Partially lost	None lost.
Do. do.	Near the Manori bander	Do. do.	Capsized.— Do.	...	3 lives lost.
Do. do.	In the Karanja port	Do. do.	Foundering.— Do.	All lost	None lost.
Do. do.	North of the Navapur creek	Do. do.	Stranding.— Do.	...	Do.
Do. do.	Beyond the Manori bander	Do. do.	Do. Do.	...	3 lives lost.
Do. do.	In the Karanja port	Do. do.	Foundering.— Do.	All lost	None lost.
Do. do.	In Mora harbour	Do. do.	Stranding.— Do.	Do.	Do.
Do. do.	In the Karanja port	Do. do.	Do. Do.	Partially lost	Do.
Do. do.	Do. do.	Do. do.	Do. Do.	All lost	Do.
Do. do.	In the Dantivra creek	Do. do.	Capsized.— Do.	Partially lost	Do.
Do. do.	In the Karanja creek, Kolaba district.	Do. do.	Stranding.— Do.	All lost	Do.
Do. do.	Do do.	Do. do.	Do. Do.	Do.	Do.
Do. do.	Between Arnalla and Dantivra.	Do. do.	Capsized.— Do.	Do.	Do.
Do. do.	On a sandbank in the Agashi creek.	Do. do.	Do. Do.	Do.	Do.
Do. do.	Midway between Agashi and Arnalla.	Do. do.	Do. Do.	Do.	Do.
Do. do.	Do. do.	Do. do.	Do. Do.	Do.	Do.
Do. do.	In the Bandora Mahim creek	Do. do.	Stranding.— Do.	...	Do.
Do. do.	On the Agashi bar	Do. do.	Capsized.— Do.	All lost	Do.
Do. do.	In the Wadrai creek at Mahim	Do. do.	Stranding.— Do.	Partially lost and partly damaged.	Do.
Do. do.	In the Agashi creek	Do. do.	Do. Do.	...	Do.
Do. do.	Between Arnalla fort and Dantivra.	Do. do.	Capsized.— Do.	All lost	3 lives lost.
Do. do.	At sea opposite Dahanu	Do. do.	Stranding.— Do.	Partially lost and partly damaged.	None lost.
Do. do.	In the Agashi creek	Do. do.	Capsized.— Do.	All lost.	Do.
Do. do.	Do. do.	Do. do.	Do. Do.	Do.	Do.
Do. do.	In the Nawapur creek	Do. do.	Stranding.— Do.	Do.	Do.
Do. do.	Arnalla creek	Do. do.	Capsized.— Do.	Do.	Do.
Do. do.	In the Karanja creek	Do. do.	Stranding.— Do.	Partially lost and partly damaged.	2 lives lost.
Do. do.	At the mouth of the Nawapur creek.	Do. do.	Do. Do.	All lost.	None lost.
Do. do.	In the Dantivra port	Do. do.	Capsized.— Do.	...	Do.
Do. do.	Do. do.	Do. do.	Do. Do.	Partially lost	Do.
Do. do.	At the entrance of the Dantivra creek.	Do. do.	Do. Do.	Do.	3 lives lost.

E.—CASUALTIES reported in Indian

No.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
102	HARIPRASAD	British Indian	9	Dantivra	Bombay
103	MAVTIPRASAD	Do. do.	12	Do.	Do.
104	FUTTY MUBRAK	Do. do.	30	Bombay	Alleppey
105	ALAMGIRI	Do. do.	30	Do.	Do.
106	HARIPRASAD	Do. do.	16	Do.	Surat
107	RUPAREL	Do. do.	10	Dantivra	Bombay
108	HIRAPRASAD	Do. do.	16	Do.	Do.
109	KASHIPRASAD	Do. do.	22	Navapur	Do.
110	RUPAREL	Do. do.	11	At Navapur	
111	DHANPRASAD	Do. do.	20	Pen	Dahanu
112	MANEKPRASAD	Do. do.	31	Bombay	Agashi
113	RUPAREL	Do. do.	33	Do.	Cambay
114	DHANPRASAD	Do. do.	18	Bulsar	Navsari
115	BADAMIO	Native craft	74	Porbander	Navibandar and Makala
116	HAIDARI	British Indian	126	Bombay	Cochin and Karachi
117	UNITY	Norwegian screw steamer.	929	Penang	Rangoon harbour
118	HAIDARI	British do.	1,563	Bombay	Calcutta
119	CYRUS	Do. do.	2,174	Tigal	Padang and Delaware
120	PINDARI	British four-masted steamer.	3,696	Calcutta	Dunkirk
121	SHIMOSA	British screw steamer.	2,699	Port Said	China and Japan
122	KIRCUDBRIGHTSHIRE	British iron ship	1,482	Rangoon	Talquahana
123	CITY OF MANCHESTER	British screw steamer.	3,563	Liverpool	Calcutta
124	MERMAID	Do. do.	388	At Aden	
125	YORKSHIRE	Do. do.	2,749	Liverpool	Colombo and Rangoon
126	KENLEY	Do. do.	2,431	Cardiff	Calcutta and Rangoon
127	ECLIPSE	Do. steam tug	14	Plying in the Hooghly river	
128	JET	Do. do.	Not given	Do.	do.
129	CITY OF CORINTH	British two-masted steamer.	3,491	Liverpool	Calcutta
130	CHANDRABAN	British Indian	8	Varsoli	Bombay
131	LIEBENFELS	German screw steamer.	2,937	Hamburg	Madras and Calcutta
132	ELAX	British screw steamer	2,612	Batoum	Calcutta and Singapore
133	ILLANDICHI	British Indian	3	At Shiroda	
134	MANUK PRASAD	Do. do.	32	Bombay	Surat
135	SURYABAN	Do. do.	1	At Arnalla	

waters during the year 1903—*continued.*

Date of casualty.	Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	Number of lives lost or saved.
May 24th	In the Dantivra creek	Bombay coast	Capsized.—Heavy weather	Partially lost	None lost.
Do. do.	Do. do.	Do. do.	Do. Do.	Do.	Do.
Do. do.	In the Karanja port, Kolaba district.	Do. do.	Stranding Do.	Do.	Do.
Do. do.	Do. do.	Do. do.	Do. Do.	Do.	Do.
Do. do.	At sea near Dahanu	Do. do.	Loss of cargo.— Do.	Do.	Do.
Do. do.	On the Dantivra bander	Do. do.	Capsized — Do.	Do.	Do.
Do. do.	In the Agasi creek	Do. do.	Do. Do.	All lost	3 lives lost.
Do. do.	South of the Navapur creek	Do. do.	Stranding.— Do.	...	None lost.
Do. do.	Do. do.	Do. do.	Do. Do.	...	Do.
Do. 29th	At sea off Bassein	Do. do.	Damage to vessel Do.	...	Do.
Do. 30th	Do. do.	Do. do.	Do. Do.	...	Do.
Do. do.	At sea near Bulsar	Do. do.	Do. Do.	None lost	Do.
Do. do.	In the Matvad creek near Bhagwa light.	Gulf of Cambay	Capsized.— Do.	Partially lost	Do.
Unknown	Between Navibandar and Makala.	Kathiawar coast	Damage to vessel and cargo—Heavy weather.	Do.	Do.
June 3rd	Off the port of Mangalore	Malabar do.	Do. do. do. — Error of the Tindal.	None lost	Do.
Do. 5th	Above Latter street wharf, Rangoon river.	Burma do.	Collision with lighter No. 360—Error of the Tindal.	Do.	Do.
Do. do.	Bombay harbour	Bombay do.	Damage to engine.—Defective machinery.	Do.	Do.
Do. 20th	North of Aden light	Gulf of Aden	Stranding—Tides and currents	Do.	Do.
Do. do.	At Diamond harbour.	Hooghly river	Fire—Unknown	Partially damaged.	Do.
July 8th	At Ismaillia Lat. 30° 37′ N., Long. 32° 16′ E.	Red sea	Stranding.—Incorrect sounding.	None lost	Do.
Do. 22nd	Off China Bakir	Burma coast	Damage to vessel.—Heavy weather.	Do.	Do.
Do. 23rd	On a flat off Hooghly point	Hooghly river	Stranding.—Tides and currents	Do.	Do.
Do. 30th	A n harbour	Gulf of Aden	Collision with the *Volterno*.—Tides and currents.	Do.	Do.
August 9th	Dry Tree point, Rangoon river	Burma coast	Stranding.—Tides and currents.	Do.	Do.
Do. 11th	Elephant point, Rangoon river	Do. do.	Do. Do.	Do.	Do.
Do. 19th	Off Kadamtollah ghat	Hooghly river	Collision with the steam tug *Jet*.—Error of the Serang of the *Jet*.	...	Do.
Do. do.	Do. do.	Do. do.	Do. Error of the Serang	...	Do.
Do. 20th	Close to the Pilot brig at the Sandheads.	Bay of Bengal	Damage to vessel—Accidental	None lost	Do.
Do. do.	At Tak Devihill, near Mandwa	Bombay coast	Stranding—Heavy weather	Do.	Do.
Do. 21st	At Nurpur point	Hooghly river	Collision with the S. S. *Elax*—Accidental.	Do.	Do.
Do. do.	Do. do.	Do. do.	Do. with the S. S. *Liebenfels*.—Accidental.	Do.	Do.
September 12th	About 2 miles off Redi bar	Bombay coast	Stranding—Heavy weather	Do.	1 life lost.
Do. 15th	On the bar of Kelwa Mahim.	Do. do.	Damage to vessel and cargo.—Heavy weather.	Partially lost	None lost.
Do. do.	South of the Arnalla fort	Do. do.	Capsized.— Do.	...	4 lives lost.

E.—CASUALTIES reported in Indian

No.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
136	RUPAREL	British Indian	40	Gogo	Matvad and Bombay
137	BADAMIO	Native craft	69	Jaffrabad	Porbander
138	UMKUZI	British screw steamer	1,297	Colombo	Port Natal
139	DEE DEE DEE CORA	Native craft	167	Maldive	Calcutta
140	SYDNEY	French screw steamer	2,077	Marseilles	Aden, China and Japan
141	BOAT No. 10	Native craft	25	Balasore	Calcutta
142	RUPAREL	British Indian	31	Porbander	Navsari
143	KING ARTHUR	British screw steamer	1,047	Busra	Bombay
144	COROMANDEL	Do. do.	2,783	Shanghai	Colombo and Bombay
145	HASTINGS	British steel flat	1,000	Calcutta	Narraingunge
146	ADISIETE	British Indian wooden brig.	200	Cocanada	Akyab and Moulmein
147	STRI SEETHAMUN JANAYSWAMY.	Do. do.	177	Do.	Do.
148	KENLEY	British screw steamer	2,431	London	Calcutta and Rangoon
149	PINDARI	Do. do.	3,696	At	Ulubaria
150	RAMPRASAD	British Indian	32	Dahanu	Dholera
151	RUPAREL	Do. do.	41	Matvad	Bombay
152	LAXMI	Do. do.	34	Murmagao	Vengula
153	RIPAI	Do. do.	47	Mangalore	Cochin
154	KYOUKTAN	British screw steamer	250	At	Rangoon
155	MALLARD	Do. do.	75	Chittagong	Cox's bazar
156	ETHIOPIA	Do. do.	1305	Calcutta	Rangoon and Moulmein
157	VAUXHALL BRIDGE	Do. do.	2,178	At	Bombay
158	MEDINA RAHIM SAFFENA	British Indian	29	Mangalore	Kasargad
159	KANAKA DURGA	Do. do.	140	Chittagong	Narraingunge
160	BALIRAJ	Do. do.	24	At	Trombay
161	PALKHI	Do. do.	6	Jaygad	Thul
162	FATEH REHMAN	Native craft	39	Broach	Surat and Porbander
163	PARVATIPRASAD	British Indian	6	Do.	Gogo

waters during the year 1903—*concluded.*

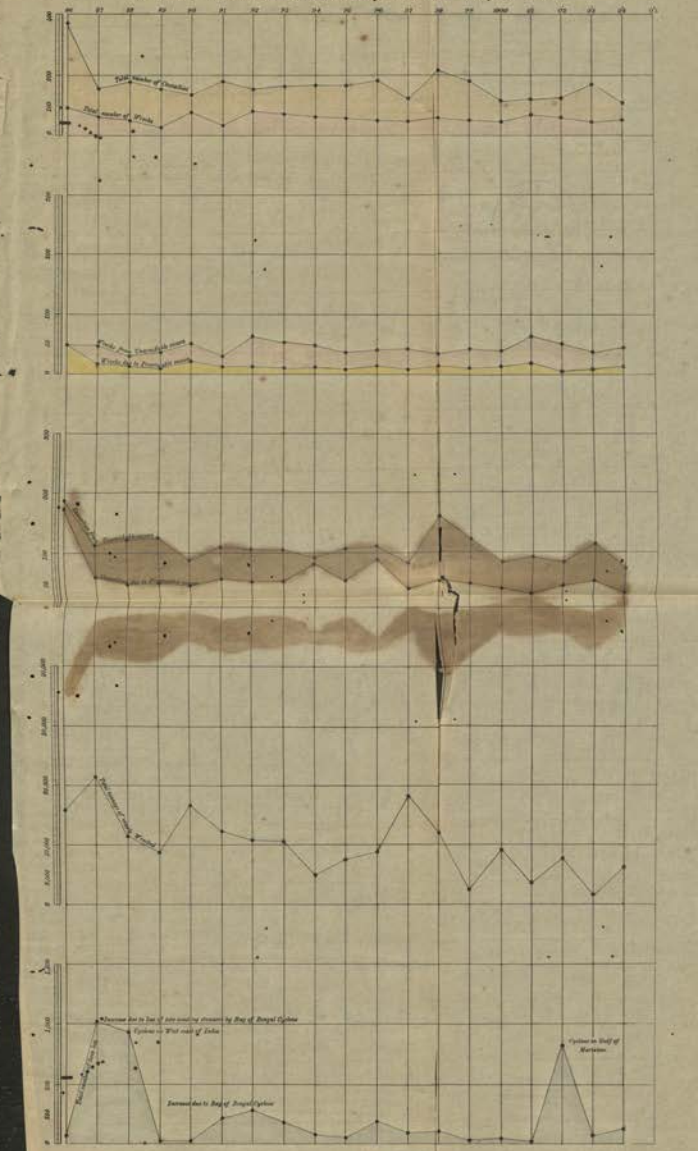
Date of casualty.	Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	Number of lives lost or saved.
September 19th.	On the Mathave bar, in Dantivra.	Bombay coast .	Stranding.—Heavy weather .	All lost .	None lost.
Do. 20th.	On a rock in Veraval harbour.	Do. do. .	Do. Do. .	None lost .	Do.
Do. 24th.	Off the Kidderpore docks .	Hooghly river .	Fire.—Unknown . . .	Do. .	Do.
October 4th.	Lat. 18° 30′ N., Long. 88° 20′ E.	Bay of Bengal .	Sprung a leak.—Heavy weather.	Partially lost.	Do.
Do. 14th.	About 210 miles from Aden .	Gulf of Aden .	Damage to engine.—Unknown.	None lost .	Do.
Do. 29th.	East of the Chandipore lighthouse.	Orissa coast .	Stranding.—Heavy weather .	Partially lost.	Do.
November 3rd.	In the Purna river . . .	Gulf of Cambay .	Do. Tides and current.	Do. .	Do.
Do. 8th.	Off the Busra bar . .	Persian gulf .	Collision with the S. S. *Gulf of Trinidad.*—Tides and currents.	Partly damaged.	Do.
Do. do. .	Lat. 16° 15′ N., Long. 73° 17′ E.	Bombay coast .	Do. with the *Fattay Salamati.*—Error of the Tindal.	None lost .	Do.
Do. 12th.	At Narraiggunge . .	Bengal . .	Fire.—Unknown . . .	Partially lost.	Do.
Do. 15th.	Two miles west of Savage island.	Burma coast .	Damage to vessel.—Heavy weather.	None lost .	Do.
Do. do. .	Do. do. . .	Do. do. .	Do. . Do.	Do. .	Do.
Do. 19th.	Ulubaria Reach . . .	Hooghly river .	Collision with the *Pindari.*—Defective steering gear.	Partially damaged.	Do.
Do. do. .	Do. do. . . .	Do. do. .	Do. with the *Kenley.*—Do.	Do. .	Do.
Do. 20th.	Near Gholbad bander . .	Bombay coast .	Stranding—Heavy weather .	Partially lost and partly damaged.	Do.
Do. 22nd.	In the Delwada creek, Surat district.	Gulf of Cambay .	Do. Tides and currents .	None lost .	Do.
December 5th .	In Vengurla harbour . .	Bombay coast .	Do. Do.	Partially damaged.	Do.
Do. 9th .	On the Palliport bar . .	Malabar do. .	Do. Error of the Tindal .	Partially lost.	Do.
Do. do. .	Rangoon river . . .	Burma do. .	Collision with the *Rangoon.*—Error of the Pilot.	None lost .	Do.
Do. 16th.	Backhali-Cox's bazar . .	Chittagong do. .	Stranding.—Tides and currents	Do. .	Do.
Do. 18th.	Entrance to Rangoon harbour	Burma do. .	Loss of anchor and chain—Do.	Do. .	Do.
Do. 19th.	At the Kidderpore docks . .	Hooghly river .	Fire.—Spontaneous combustion	Partially damaged.	Do.
Do. 21st.	On the northern sandspit at Kasargad.	Bombay coast .	Stranding.—Tides and currents.	Partly lost and partially damaged.	Do.
Do. do. .	At Abadi in the Brahmaputra river.	Chittagong do. .	Collision with the S. S. *Stopa.*—Error of the Master.	Partially damaged.	Do.
Do. 25th.	Near the Trombay pier .	Bombay do. .	Stranding.—Tides and currents	Partly lost .	Do.
Do. 26th.	West of Kumbhari . .	Do. do. .	Capsized.—Heavy weather .	All lost .	Do.
Do. do. .	On the Surat river bar .	Gulf of Cambay .	Loss of cargo.— Do. .	Partly lost .	Do.
Do. 27th.	In Gogo harbour . .	Do. do. .	Foundering.— Do. .	Partly lost and partially damaged.	Do.

G. I. C. P. O.—No. 642—P. O., Cal.—15-8-04.—135.—B. N.

WRECK CHART
OF THE
INDIAN OCEAN
ARABIA
HINDOSTAN
AFRICA
ARABIAN SEA
BAY OF BENGAL

DIAGRAM.

Shewing Comparative Numbers of Maritime Wrecks and Casualties, Total Tonnage, and the Number of Lives Lost; reported to the Indian Wreck Department, Calcutta, from the year 1886 to 1905 inclusive.


Total Number of Casualties
Total number of Wrecks
Wrecks from Unknown causes
Wrecks due to Known causes
Total Tonnage of Wrecks
Increase due to loss of life owing to disasters by Bay of Bengal Cyclone
Cyclone on West coast of India
Increase due to Bay of Bengal Cyclone
Cyclone on Gulf of Martaban

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

SEPARATE REVENUE.

COMMERCE AND TRADE—WRECKS AND CASUALTIES.

RETURN

OF

WRECKS AND CASUALTIES

IN

INDIAN WATERS

FOR THE YEAR 1904.

LIBRA... OF TH... BOMBE... ROYAL ...

TOGETHER WITH A CHART SHOWING THE POSITIONS IN WHICH THEY OCCURRED, AND A DIAGRAM SHOWING COMPARATIVE NUMBERS OF THE REPORTED MARITIME WRECKS AND CASUALTIES, THE TOTAL TONNAGE, AND THE NUMBER OF LIVES LOST, FOR THE PAST NINETEEN YEARS.

PREPARED BY

E. J. BEAUMONT, COMMANDER, R.I.M.,

PORT OFFICER AND REGISTRAR OF WRECKS.

CALCUTTA:

OFFICE OF THE SUPERINTENDENT OF GOVERNMENT PRINTING, INDIA.

1905.

CALCUTTA:
GOVERNMENT OF INDIA CENTRAL PRINTING OFFICE,
8, HASTINGS STREET.

REVIEW.

THE year 1904 is another favorable record in the annals of shipping casualties in Indian waters. Last year's record showed that no British vessels were wrecked on any of the coasts of India; and although this year the loss of four vessels is recorded, they are, comparatively, of very small tonnage. The *Laomene*, of 1,644 tons burthen, is reported to have foundered off the Alguada reef, on the Burma coast, on her voyage from Philadelphia to Rangoon; and although the cargo which consisted of kerosine oil was entirely lost, it is satisfactory to record that no lives were lost. The *Yomah*, a smaller vessel of 565 tons, is reported to have caught fire at Yenangyoung on the Irrawaddy river, Burma coast, whilst on her voyage from Mandalay to Rangoon. It is not known how the fire originated, but it is reported that the vessel was one mass of flames, fore and aft, in ten minutes, and nothing could be saved. This year an unusually large number of vessels, *viz.*, 15, are reported to have been on fire; most of them from spontaneous combustion; the others were from unknown causes. The *Idrossi*, an Arabian bugalow, whilst on her voyage from Mocha to Aden, collided with the S. S. *Lismore* and sank, and 19 lives were lost. Altogether it may be said that in a total of 53 wrecks there were 76 lives lost; and in an aggregate of 111 casualties among British and Foreign vessels, British Indian vessels, and Native craft, there were only 3 lives lost, making a total of 73 lives lost this year.

Of the 53 vessels wrecked there were 4 British vessels, 33 British Indian vessels, and 16 Native craft. Amongst the 111 casualties, there were 66 British and Foreign vessels, 34 British Indian vessels and 11 Native craft.

The aggregate number of wrecks and casualties consisted of 30 collisions, 12 founderings, 76 strandings, and 46 miscellaneous cases.

These wrecks and casualties, aggregating 164, are reported to have occurred in the following localities, *viz.*, 27 in the Bombay coast, 17 in the Hughli river, 10 in the Burma coast, 9 in the Gulf of Cambay, 9 in the Kathiawar coast, 8 in the Arabian sea, 8 in the Red sea, and the rest in smaller numbers in other localities embraced in Indian waters.

The following analyses show [A] the causes to which the reported maritime wrecks and casualties are attributed; [B] a comparative statement of the reported number of maritime wrecks and casualties recorded in the Indian Wreck Department from the years 1879 to 1904, inclusive, showing, respectively, in the cases of British and Foreign vessels, British Indian vessels, and Native craft whether the disasters were due to unavoidable or preventible causes; [C] a comparative statement showing the reported number of maritime wrecks and casualties in Indian waters, the total tonnage of vessels wrecked and the number of lives lost, during the years 1865 to 1904, inclusive; [D] a tabular statement of the wrecks; and [E] a tabular statement of the casualties, reported in Indian waters, during the year under review, arranged in the order in which they occurred.

A wreck chart of the Indian ocean, and a diagram showing the reported number of maritime wrecks and casualties in Indian waters; the total tonnage of vessels wrecked, and the number of lives lost during the years 1886 to 1904, inclusive, are also appended to this Return.

E. J. BEAUMONT, COMDR., R.I.M.,
Port Officer and Registrar of Wrecks.

PORT OFFICE;
Calcutta, 30th June 1905.

A.—Causes to which the reported maritime disasters are attributed.

	Collisions.			Foundderings.			Strandings.			Other causes.		
	No.	Tonnage.	Lives lost.	No.	Tonnage.	Lives lost.	No.	Tonnage.	Lives lost.	No.	Tonnage.	Lives lost.
WRECKS.												
British vessels.												
Steam	...	...	...	1	126	2	...	...	...	1	565	30
Sailing	...	...	...	1	1,644	...	...	...	...	1	*...	...
British Indian Vessels.												
Steam	...	...	...	...	...	...	...	...	...	...	...	...
Sailing	1	28	...	7	525	...	18	2,038	11	7	416	7
Native craft of all nationalities.												
Steam	...	...	...	...	...	...	...	...	...	...	...	...
Sailing	3	23†	19	1	54	...	12	676	1	...	...	...
Vessels of Foreign nationality.												
Steam	...	...	...	...	...	...	...	...	...	...	...	...
Sailing	...	...	...	...	...	...	...	...	...	...	...	...
Total	4	51	19	10	2,349	2	30	2,714	12	9	981	37
CASUALTIES.												
British Vessels.												
Steam	18	35,723	...	...	...	...	16	30,834	...	21	45,549	...
Sailing	2	320‡	...	...	...	...	1	...‡	...	2	858	...
British Indian Vessels.												
Steam	1	841	...	...	...	...	...	...	...	...	...	...
Sailing	2	49	...	1	4	...	22	781	1	8	238	...
Native craft of all nationalities.												
Steam	...	...	...	...	...	...	...	...	...	...	...	...
Sailing	...	...	...	1	6	2	5	288	...	5	148	...
Vessels of Foreign nationality.												
Steam	2	3,863	...	...	...	...	2	2,248	...	1	3,167	...
Sailing	1	1,335	...	...	...	...	...	...	...	...	...	...
Total	26	41,374	...	2	10	2	46	34,151	1	37	49,960	...
GRAND TOTAL	30	41,425	19	12	2,359	4	76	36,865	13	46	50,941	37

* The tonnage of 1 British flat not given.
† Ditto 2 Native craft do.
‡ Ditto 2 British flats do.

B.—Comparative Statement of the reported maritime wrecks and casualties recorded in the Indian Wreck Department from the years 1879 to 1904 inclusive, showing respectively British and Foreign vessels, British Indian vessels and Native craft.

Year.	Wrecks.						Total.	Casualties.						Total.
	British and Foreign vessels.		British Indian vessels.		Native craft.			British and Foreign vessels.		British Indian vessels.		Native craft.		
	Unavoidable.	Preventable.	Unavoidable.	Preventable.	Unavoidable.	Preventable.		Unavoidable.	Preventable.	Unavoidable.	Preventable.	Unavoidable.	Preventable.	
1879	11	11	176	18	68	5	289	76	35	58	10	11	2	192
1880	2	11	15	12	7	3	50	90	47	9	5	4	1	156
1881	6	9	28	9	8	3	63	97	49	29	14	5	2	196
1882	9	8	39	6	13	5	90	119	98	45	33	8	...	303
1883	5	10	22	10	12	6	65	148	88	57	29	9	5	336
1884	6	7	26	22	11	7	79	153	83	50	34	14	5	339
1885	12	24	19	14	12	6	87	155	135	25	29	10	4	358
1886	4	10	30	24	11	12	91	129	130	37	31	16	8	351
1887	9	9	21	5	19	5	68	51	43	41	47	14	4	100
1888	3	8	8	7	16	6	48	72	33	39	11	35	...	190
1889	5	3	22	2	10	1	43	80	40	36	7	10	1	74
1890	10	11	28	14	9	1	73	65	41	23	7	5	...	141
1891	7	5	16	2	6	3	39	67	71	45	4	3	2	192
1892	3	3	30	5	31	...	72	36	48	42	3	29	...	158
1893	6	4	36	6	9	...	61	46	54	48	4	9	1	162
1894	2	2	39	5	5	2	55	31	64	55	15	11	3	179
1895	4	3	28	9	5	...	49	48	36	55	17	6	1	163
1896	3	3	23	9	16	...	54	38	64	42	20	22	3	189
1897	4	6	34	4	9	...	57	33	27	43	8	9	...	120
1898	3	6	19	8	10	...	46	85	44	50	5	20	1	211
1899	1	3	39	4	6	1	54	84	37	22	3	17	1	104
1900	2	3	24	6	14	1	50	40	29	33	2	9	...	119
1901	1	3	46	6	12	1	69	44	15	35	6	19	1	120
1902	6	1	33	2	11	...	53	29	34	25	9	29	4	130
1903	...	...	27	5	10	1	43	16	41	84	7	23	2	163
1904	2	2	27	6	13	3	53	42	26	24	8	10	1	111

C.—Comparative Statement showing the reported number of maritime wrecks and casualties in Indian waters, the total tonnage of vessels wrecked, and the number of lives lost, during the years 1865 to 1904 inclusive.

Year.	Number of wrecks and casualties.	Total tonnage lost.	Lives lost.	Year.	Number of wrecks and casualties.	Total tonnage lost.	Lives lost.
1865	28	14,443	6	1886	442	15,402	105
1866	32	15,597	35	1887 (*g*)	228	20,022	1,016
1867	37	17,417	49	1888 (*h*)	238	11,739	917
1868	20	12,558	19	1889	217	9,629	35
1869	55	25,688	279	1890	214	16,973	22
1870	44	14,809	51	1891	231	12,068	240
1871	47	18,805	118	1892	230	10,410	272
1872 (*a*)	106	34,238	143	1893	223	12,428	170
1873	42	12,110	3	1894	234	5,180	81
1874	69	16,656	85	1895	212	7,982	63
1875	62	11,193	65	1896	241	8,147	168
1876 (*b*)	110	23,866	95	1897	177	18,141	96
1877 (*c*)	163	26,847	142	1898	257	11,979	75
1878 (*d*)	228	35,873	131	1899	218	2,728	22
1879 (*e*)	481	32,541	357	1900	169	9,140	34
1880	206	15,662	120	1901	189	4,980	22
1881 (*f*)	259	17,814	186	1902 (*i*)	183	6,949	831
1882	393	29,272	155	1903	206	1,823 (*j*)	50
1883	401	21,760	62	1904	164	6,095 (*k*)	73
1884	418	17,109	78				
1885	445	41,257	515				

From the foregoing it will be seen that during the past 40 years, *viz.*, from 1865 to 1904 inclusive, the annual average of the reported wrecks and casualties in Indian waters has been 198; the average total tonnage of vessels wrecked was 19,691, and the average number of lives lost was 177.

Notes.—(*a*) Exclusive of four vessels supposed to have been lost.
(*b*) Does not include the 400 pilgrims lost in the *Hydree* and 428 in the *Jarad*, both wrecked in the Red Sea, nor the Masters and crew of both these vessels.
(*c*) Not including the Masters and crew of the *Ariadne*, and the *Coda Bux* supposed to have foundered.
(*d*) Not including the Masters and crew of the *Lady Rawlinson* supposed to have foundered and also of the *Fattal Karrim, Fattay Rassak, Lady Amherst* and *William Stevenson*. The tonnage of the *Queenstown, City of Palaces, Fattal Karrim, Fattay Rassak, Lady Amherst* and *William Stevenson* was not reported and is therefore not included.
(*e*) The number lost in the *Essex* was not reported.
(*f*) Does not include the missing ship *Nebo*.
(*g*) Does not include the number of lives supposed to be lost in the *Lamport*.
(*h*) Not including the tonnage of one British Indian and two Native craft which were not given.
(*i*) Not including the tonnage of one British steam launch, three British Indian vessels, and one Native craft not given.
(*j*) Exclusive of the tonnage of 3 British Indian vessels not given.
(*k*) Not including the tonnage of 3 British flats and 2 Native craft not given.

TABULAR STATEMENT OF THE WRECKS

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

D.—WRECKS reported in Indian

No.	Name of vessel	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
1	DARIA DOLAT	Native craft	9	Bhavnagar	Bhavliari Bhatha
2	CARGO BOAT No. 39	British Indian	7	Tondi	Rameswaram
3	MOHIDEEN SAHOOL HAMEED BUX.	Do. do.	32	Pamban	Colombo
4	RUPAREL	Do. do.	56	Goa	Whittlebandar
5	FATEH SALAMAT	Do. do.	156	Karachi	Basra
6	SANTIRI PRASAD	Do. do.	15	Mangalore	Kasargad
7	LAOMENE	Do. iron ship	1,644	Philadelphia	Rangoon
8	GERMANE	Do. Indian wooden brig	45	Quilon	Tuticorin
9	NARANPRASAD	Do. Indian	9	Broach	Bhavnagar
10	DOLAT PASA	Native craft	27	Denu	Navibandar
11	ABDUL KADIR AMIR BUX	British Indian wooden brig.	45	Colombo	Negapatam and Akyab
12	KHATAN PASSA	Native craft	54	Tellicherry	Bhavnagar
13	PARVATIPASSA	Do. do.	85	Calicut	Daman and Navanagar
14	RUPAREL	Do. do.	42	Rajula	Porbandar
15	YOMAH	British fore and aft steamer.	565	Rangoon	Mandalay
16	KALYAN PRASAD	British Indian	81	Bombay	Cochin
17	FATH-AL-KHAIR	Native craft	Not given	Aden	Muscat
18	RAM PASA	British Indian	53	Dwarka	Colombo
19	DRUYAH DOLA	Native craft	161	Bombay	Nicobar and Rangoon
20	CARGO BOAT No. 5	British Indian	35	At False	Point.
21	SUGARPASSA	Do. do.	27	Beyt	Karachi
22	NOORAL ROHOMAN	Do. do.	170	Jaffna	Negapatam and Chittagong
23	A CARGO BOAT (NO NUMBER GIVEN).	Do. do.	40	At False	Point.
24	RAMPRASAD	Native craft	18	Bhavnagar	Bombay
25	GANNESH PRASAD	British Indian	83	Beypore	Jamnagar
26	MALLEKURJAN	Do. do.	6	Murdeshwar	Honavar
27	SALAMATI	Native craft	23	Bombay	Malpi
28	MANEKPRASAD	British Indian	23	Umbergaon	Broach
29	CARGO BOAT No. 78	Native craft	20	Balasore	Calcutta
30	RUPAREL	Do. do.	10	Sonrai	Bhavnagar
31	SUGALPASHA	Do. do.	49	Bombay	Veraval
32	PADARATH	Do. do.	85	Calicut	Jodia
33	FATHAL KHAIR	Do. do.	20	Berbera	Aden
34	MERGUI	British screw steamer	126	Moulmein	Yeh

Date of wreck.	Position of wreck and name of shoal, etc.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
January 6th.	Near Dholera Batha . . .	Gulf of Cambay .	Stranding.—Tides and currents	In ballast	None lost.
Do. 9th.	Four miles off Devil's point in the Island of Rameswaram.	Ceylon coast .	Capsized.—Heavy weather .	All lost .	1 life lost.
Do. 10th.	About 10 miles off the Tinnevelly coast.	Gulf of Manar .	Foundering.— Do.	Do. .	None lost.
Do. 26th.	About 2 miles from the Whittlebander light house.	Gulf of Cambay .	Stranding.—Old and rotten .	Partially lost.	Do.
Do. 30th.	Basra river	Persian Gulf .	Scuttled by pirates .	All lost .	2 lives lost.
Do. 31st.	Entrance to the port of *Kasargode.	Bombay coast .	Stranding.—Tides and currents	Partially lost and partly damaged.	None lost.
February 5th.	Off the Alguuda reef light house .	Burma do. .	Foundering.—Error of the Master.	All lost . .	Do.
Do. 25th.	North-east of Cape Comorin .	Ceylon do. .	Stranding.—Heavy weather .	Partially lost.	Do.
Do. do.	On a rock to the east of Piram island.	Gulf of Cambay .	Do. Do. .	Do. .	Do.
Do. 26th.	At the mouth of the Navibandar creek.	Kathiawar coast .	Do. Do. .	All lost. .	Do.
Do. 27th.	On a rock at Cheduba . .	Burma do. .	Stranding.—Tide and currents	In ballast .	3 lives lost.
Do. 29th.	Near Piram	Gulf of Cambay .	Foundering.—Heavy weather.	All lost .	None lost.
March 3rd.	On a rock in the village of Kunchadi.	Kathiawar coast .	Stranding.— Do. .	No cargo .	Do.
Do. 6th.	At the Porbandar anchorage .	Do. do. .	Do. Do. .	All lost .	Do.
Do. 14th.	At Yenangyoung on the Irrawaddy river.	Upper Burma .	Fire.—Unknown . . .	Not known .	30 lives lost.
Do. 17th.	About 20 miles off Jaygad . .	Bombay coast .	Capsized.—Heavy weather .	All lost . .	None lost.
Do. 26th.	Aden outer harbour . . .	Gulf of Aden .	Collision with the S. S. *Ashruf* Not exhibiting light.	Do. . .	Do.
April 4th.	At the entrance to the Cochin river.	Malabar coast .	Foundering.—Tides and currents.	Partially lost.	Do.
Do. 9th.	At the entrance of the Rangoon river.	Burma do. .	Stranding.—Heavy weather .	All lost. .	Do.
Do. 10th.	At False Point anchorage . .	Bay of Bengal .	Foundering.— Do. .	Partially lost.	Do.
Do. 11th.	Off the Chau mouth of the Indus river.	Sindh coast .	Capsized.— Do. .	All lost .	Do.
Do. 13th.	On the west of Kutubdia . .	Chittagong do. .	Foundering.—Old and rotten.	Do. .	Do.
Do. 14th.	Two miles south of Shortt Island	Orissa do. .	Stranding.—Tides and currents	None lost .	1 life lost.
Do. do.	At the mouth of the Umarsadi creek.	Bombay do. .	Do. Heavy weather.	All lost. .	Do.
Do. 18th.	Between Bhatkal and Honavar .	Do. do. .	Foundering.— Do. .	Partially lost.	None lost.
Do. 23rd.	At the port of Manki, Kanara district.	Do. do. .	Stranding.— Do. .	Do. .	Do.
May 6th.	About 60 miles from Bombay .	Do. do. .	Collision with the S. S. *Burrsfield.* Error of the Tindal.	All lost .	Do.
Do. 12th.	Off Rajagari and Suvali . .	Gulf of Cambay .	Foundering.—Heavy weather.	Partially lost.	Do.
Do. 26th.	At Phoolbadhi near Hijili . .	Bay of Bengal .	Stranding.— . do. .	All lost .	Do.
June 9th.	Near the old light house at Bhavnagar.	Gulf of Cambay .	Do. do. .	Do. .	Do.
Do. 11th.	On a rock in the Dhamlej harbour	Kathiawar coast .	Do. do. .	Partially lost.	Do.
Do. do.	In the Veraval harbour . .	Do. do. .	Do. do. .	Do. and partly damaged.	Do.
Do. 26th.	Near Berbera	Gulf of Aden .	Do. do. .	Partially lost.	Do.
July 11th.	At Pagoda point on the Yeh river	Burma coast .	Foundering.—Tides and currents	All lost .	2 lives lost.

D.—WRECKS reported in Indian

No.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
35	IDROOSI	Native craft	Not given.	Mocha	Aden
36	EMAMSHAI	British Indian	125	Karachi	Basra
37	FATEH KAIR	Do. do.	43	Do.	Charbar
38	DHANPRASAD	Do. do.	20	Bilimora	Agashi
39	DARYA DAOLAT	Do. do.	4	Plying in the Dabhol	creek.
40	BAGLIPRASAD	Do. do.	29	Gogo	Bombay
41	TRICUMPASSA	Do. do.	129	Cutch Mandvi	Pamban and Nicobars
42	DAULOT PRASAD	Do. do.	59	Dwarka	Beypore and Rangoon
43	TENDOLA	Do. ron flat	Not given	Narrainguinge	Calcutta
44	SRI RAMAMURTI	Do. Indian	28	At Nizampatam.	
45	PADRATH	Native craft	150	Nicobar	Calcutta
46	LAXUMI	British Indian	8	Thana	Bassein and Manori
47	PATMAVAL MUBARIC	Do. do.	36	Madras	Negapatam and Maldive islands
48	YESHWANTT	Do. do.	9	Nigda	Bombay
49	TULSI PRASAD	Do. do.	47	Ghogn	Do.
50	HARAKSAVAI	Do. do.	57	Goa	Broach
51	NARASINHA PRASAD	Do. do.	1,283	Manjeshwar	Hangarkota
52	CADUL	Do. do.	214	Chittagong	Goçanada and Jaffna
53	RAMPRASAD	Do. do.	83	Dahanu	Bhavnagar

waters during the year 1904—*concluded.*

Date of wreck.	Position of wreck and name of shoal, etc.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
August 15th.	Near Orman in the Gulf of Aden	Red sea . .	Collision with the S. S. *Lismore.*—Bugalow not exhibiting light.	All lost. .	19 lives lost.
September 4th .	Off the Khobar mouth of the Indus river.	Sind coast . .	Stranding—Heavy weather .	Do. .	3 lives lost.
Do. do. .	Do. do. . .	Do. do. .	Do. Do. .	Do. .	None lost.
Do. 10th.	Off Khere, a sub-port of Dantivra	Bombay do. .	Do. Tides and currents	No cargo .	Do.
Do. do. .	On a rock south of the Talkeswar light house.	Do. do. .	Do. Do. .	Do. .	Do.
Do. 13th.	In the creek off Kantiajal . .	Gulf of Cambay .	Sprung a leak—Heavy weather	All lost .	Do.
Do. 18th.	About 100 miles off Negapatam .	Coromandel coast .	Foundering— Do. .	No cargo .	Do.
Do. 23rd.	On the Beypore river bar . .	Bombay do. .	Capsized.—Tides and currents	All lost .	Do.
October 10th.	In the Bhola river . . .	Soonderbuns .	Snagging.—Accidental . .	Do. .	Do.
Do. 15th.	On the beach at Nizampatam .	Madras coast .	Collision with the *Fathayal Rohiman.*—Heavy weather.	Partially lost and partly damaged.	Do.
November 1st.	At Reddie head spit, False point harbour.	Orissa do. .	Stranding.—Tides and currents	All lost .	Do.
Do. 6th.	Opposite Manori hill . . .	Bombay do. .	Do. Do. .	Do. .	Do.
Do. 18th.	On the north-east extremity of Calimere shoal.	Coromandel do. .	Do. Error of the Tindal	In ballast .	Do.
Do. 22nd.	Six miles from Nagotna in the Dharamtar creek.	Bombay do. .	Do. Tides and currents	All lost .	Do.
December 4th.	On the Ghowad rock, five miles from the coast.	Do. do .	Do. Error of the Tindal	Do. .	Do.
Do. 9th.	Near the Kukerwada ghat in the Nerbudda river.	Gulf of Cambay .	Capsized.—Tides and currents	Partially lost	Do.
Do. 16th.	At the entrance to Manjeswar .	Malabar coast .	Stranding.—Old and worn out	None lost .	Do.
Do. 18th.	Four miles south of Tirumalavasal	Coromandel do. .	Do. Heavy weather .	All lost .	8 lives lost.
Do. 19th.	At Asangaon in the Dahanu creek	Bombay do. .	Do. Tides and currents	Partially lost	None lost.

TABULAR STATEMENT OF THE CASUALTIES

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

E.—CASUALTIES reported in Indian

No.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
1	RUPAREL	British Indian	14	Navapur	Thana
2	TARA	Do. do.	4	Revdanda	harbour
3	MAHALAXMI PRASAD	Do. do.	16	Bulsar	Bombay
4	ZILLAH	Do. screw steamer	2,412	Cardiff	Calcutta and Bombay
5	SYRIAM	Do. do.	891	Rangoon	Calcutta
6	CORN EXCHANGE	Do. do.	2,476	Port Natal	Bombay
7	MISKIN	Do. Indian	21	Tellicherry	Azhikal
8	ZULU	Do. screw steamer	1,760	London	Moulmein and Amherst
9	RUPAREL	Do. Indian	14	Navapur	Kelwir Mahim
10	HARIPRASAD	Do. do.	20	Bassein	Bombay
11	SALAMATI	Native craft	18	Bhwindi	Porbandar
12	LORD KELVIN	British screw steamer	2,158	Cardiff	Suez and Colombo
13	BHAWANI	Do. Indian	25	Azhikal	Nivti and Bombay
14	AFGHAN	Do. screw steamer	1,439	Jiddah	Bombay
15	SAVAI SALAMATI	Do. Indian	2	Bankot coasting service	
16	DHANBANDI	Do. cargo flat	Not given	Naraingunge	Shamnuggur and Khurda
17	FATHEL KHAIR	Native craft	110	Bushire	Calicut and Mangalore
18	ARABIA	British Indian	111	Chittagong	Maldives
19	UMZINTO	Do. screw steamer	1,160	Natal	Colombo
20	AVA (FLAT No. 85)	Do. steel flat	670	Rangoon	Mandalay
21	LUXMIPRASAD	Do. Indian	37	Porbandar	Bombay
22	MAHALLAH	Do. screw steamer	678	Suez	Jiddah and Suakim
23	OLDUENBURG	German screw steamer	3,167	Hamburg	Suez and Yokohama
24	ASHRUF	British screw steamer	2,203	Jiddah	Suez and Bombay
25	WYNERIC	Do. do.	3,264	Bombay	Suakim
26	INVERIC	Do. do.	3,113	Aden	Calcutta and Bombay
27	RANGILO	Native craft	27	Broach	Porbandar
28	SACRI SALAMATI	British Indian	10	Kalyan	Trombay and Bombay
29	UNITY	Norwegian screw steamer	929	Rangoon	Penang
30	DARYA DAULAT	British Indian	15	Bhwindi	Bombay
31	UMBILO	Do. screw steamer	1,232	Natal	Colombo and Calcutta
32	BHAWANI PRASAD	Do. Indian	35	Bombay	Calicut

waters during the year 1904.

Date of casualty.	Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
January 5th	In the Bassein creek	Bombay coast	Collision with a fishing stake.—Accidental.	All lost	None lost.
Do. 6th	In the Revdanda harbour	Do. do.	Foundering.—Heavy weather	Partially lost and partly damaged.	Do.
Do. 20th	In the Mahi river	Do. do.	Stranding.— Do.	All lost	Do.
Do. 22nd	Off Budge Budge Reach	Hughli river	Collision with the *Syriam*.—Error of the Assistant Harbour Master.	None lost	Do.
Do. do.	Do. do.	Do. do.	Do. with the *Zillah*.—Error of the Assistant Harbour Master.	Water ballast	Do.
Do. 26th	Princes's Dock, Bombay harbour	Bombay coast	Fire—Unknown	None lost	Do.
Do. 31st	At the entrance to the Azhikal-bar	Malabar do.	Stranding.—Tides and currents.	Do.	Do.
February 21st	In the Moulmein river	Burma do.	Do. do	Do.	Do.
Do. 24th	About 100 yards off the Mahimbar.	Bombay do.	Do. Error of the Tindal.	Partially lost	Do.
Do. 26th	On a rock off Utan	Do. do.	Do. do.	Do.	Do.
Do. 29th	Near Navibandar	Kathiawar do.	Loss of cargo.—Heavy weather.	Do.	Do.
March 2nd	In Lat. 29° 20¼ N., Long. 32° 36½ E.	Gulf of Suez	Stranding.—Tides and currents	None lost	Do.
Do. do.	On a chain of rocks off Nivti	Bombay coast	Do. Error of the Tindal.	Partly damaged.	Do.
Do. 3rd	About 2 miles south of the Basra bar.	Persian gulf	Collision with the *Euphrates*.—Error of the Master.	In ballast	Do.
Do. 4th	About 30 yards from the landing place at Bankot.	Bombay coast	Capsized.—Tides and currents	No cargo	1 life lost.
Do. 5th	On the Barrackpore sand	Hughli river	Stranding.—Error of the Master.	Partly damaged.	None lost.
Do. do.	Near the port of Quilandy	Malabar coast	Do. Tindal	Do.	Do.
Do. 9th	In Lat. 21° 15′ N., Long. 91° 34′ E.	Chittagong do.	Damage to vessel.—Heavy weather.	None lost	Do.
Do. 13th	At Pir Sirang crossing	Hughli river	Stranding.—Accidental	Do.	Do.
Do. 14th	At Yenangyoung on the Irrawaddy.	Upper Burma	Fire.—Due to ignited floating oil.	Partially lost	Do.
Do. 17th	At Gorai off the port of Utan	Bombay coast	Stranding.—Tides and currents.	Partially lost and partly damaged.	Do.
Do. 23rd	About 50 miles from Jiddah	Red sea	Fire.—Spontaneous combustion.	Partly damaged.	Do.
Do. 25th	Near Aden	Do. do.	Damage to engine.—Unknown	Do.	Do.
Do. 26th	Aden outer harbour	Do. do.	Collision with the *Fathel Khair*—Error of the Nakhuda.	Do.	Do.
Do. 28th	Suakim harbour	Do. do.	Stranding.—Accidental	Partially lost	Do.
Do. 30th	Between Calcutta and Bombay	Arabian sea	Damage to engine.—Defective machinery.	None lost	Do.
Do. do.	Near Broach	Katheawar coast	Loss of cargo.—Heavy weather	Partially lost	Do.
Do. 31st	At Kalyan	Bombay do.	Do. do.	All lost	Do.
April 1st	In Rangoon harbour	Burma do.	Stranding.—Accidental	None lost	Do.
Do. 3rd	In the Thana creek	Bombay do.	Do. Tides and currents	All lost	Do.
Do. 9th	Esplanade moorings	Hughli river	Fire.—Unknown	Partly damaged.	Do.
Do. 10th	Off Karwar	Malabar coast	Collision.—Not exhibiting light	Partially lost and partly damaged.	Do.

E.—CASUALTIES reported in Indian

No.	Name of vessel.	Flag and rig of vessel.	Tonnage	Whence bound.	Whither bound.
33	PURAN PRASAD	British Indian	37	Karanja	Surat
34	MAHANADI	Do. screw steamer	347	Jamnugar	Porbandar and Bombay
35	NARANPRASAD	Do. Indian	45	Bhavnagar	Bombay
36	ITRIA	Do. screw steamer	3,420	Mauritius	Bombay and Calcutta
37	JALEBIO	Native craft	43	Karachi	Porbandar
38	GOALPARA	British screw steamer	1,359	Bombay	Karachi
39	PALKI	Native craft	36	Veraval	Do.
40	NARANPASHA	British Indian	49	Asab	Aden
41	LAXMIPRASAD	Do. do.	20	Cambay	Urun
42	DUMRA	Do. screw steamer	762	Bombay	Karachi
43	FALLS OF KELTIE	Do. do.	2,150	Calcutta	Madras
44	SHUMSHERE	Do. Indian	82	Bombay	Cochin
45	BURRSFIELD	British screw steamer	2,615	Barry	Calcutta and Bombay
46	WOODBRIDGE	Do. do.	2,331	Calcutta	Bombay
47	HALIZONES	Do. do.	3,295	Bombay	Hull
48	VITHAL PRASAD	Native craft	24	Jodia	Porbandar
49	LABHSAVAI	Do. do.	50	Surat	Bombay
50	MAHANADI	British screw steamer	547	Cutch Mandvi	Veraval and Bombay
51	JAVER PRASAD	Do. Indian	14	Revdanda	Surat
52	MACHAVO MACHERI	Do. do.	14	Do.	Do.
53	GLENLOCHY	Do. screw steamer	2,397	London	Suez and Penang
54	RATNAGERI	Do. Indian	13	Bhavnagar	Broach
55	BADAMIO	Native craft	74	Calicut	Porbandar
56	MOHAMMADI	British screw steamer	1,252	Calcutta	Berbera and Aden
57	SAKRIO	Native craft	25	Bombay	Veraval
58	KAVERI	British screw steamer	553	Bhavnagar	Bombay
59	PALERMO	Do. do.	4,909	London	Colombo and Calcutta
60	MAHABUBU SUBHANY	Do. Indian	86	Kalasagarapatam	Colombo
61	REICHSTAG	German screw steamer	1,319	Durban	Pangoni
62	TIENTSIN	British screw steamer	2,555	Kobe	Marmugoa and Bombay
63	IMOGEN	Do. do.	2,454	Barry and Cape Town.	Marmugoa and Amsterdam
64	WINNINGTON HALL	Do. do.	1,913	Cardiff	Karachi and Port Said
65	NASERI	Do. do.	912	Bombay	Jiddah

waters during the year 1904.—*continued.*

Date of casualty.	Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
April 11th.	Near Umra in the Tapti river	Gulf of Cambay	Stranding.—Error of the Tindal.	Partly damaged.	None lost.
Do. 11th.	27 miles from Bombay in Lat. 19° 9′ N., Long 72° 23′ E.	Bombay coast	Fire.—Spontaneous combustion.	Partly damaged.	Do.
Do. 12th.	Off Dahanu	Gulf of Cambay	Damage to vessel.—Heavy weather.	None lost	Do.
Do. 19th.	No. 3 Calcutta moorings	Hughli river	Fire.—Unknown	Partially lost and partly damaged.	Do.
Do. 20th.	Ghoda Bari	Kathiawar coast	Loss of cargo.—Heavy weather	Partially lost.	Do.
Do. 22nd	At the Hajamra mouth of the Indus river.	Sind do.	Stranding.—Tides and currents	None lost	Do.
Do. 23rd.	Near Miani	Kathiawar do.	Loss of cargo.—Heavy weather	Partially lost.	Do.
Do. do.	On Murray point, Perim harbour	Red sea	Stranding.—Tides and currents	Do.	Do.
Do. 24th.	Off Bulsar	Gulf of Cambay	Damage to vessel.—Heavy weather.	Do.	Do.
Do. 25th.	Dock channel, Bombay harbour	Bombay coast	Stranding.—Tides and currents	None lost	Do.
Do. 28th.	Madras harbour	Madras do.	Fire.—Spontaneous combustion.	Not known	Do.
Do. 29th.	On the Cochin bar	Malabar do.	Stranding.—Error of the Tindal.	Partially lost.	Do.
May 6th.	Sixty miles south of the outer lights ship Bombay harbour.	Bombay do.	Collision with the *Salamate.*—Error of the Tindal.	None lost	Do.
Do. 8th.	Prince's dock, Bombay harbour	Do do.	Fire.—Spontaneous combustion.	Do	Do.
Do. 9th.	In Lat. 15° 39′ N., Long. 58° 50′ E.	Arabian Sea	Fire.—Unknown	Do	Do.
Do. 10th.	Near Mandvi	Kathiawar coast	Loss of cargo.—Heavy weather	Partially lost.	Do.
Do. 15th.	Off Hajira	Gulf of Cambay	Stranding.— Do.	Partially lost and partly damaged.	Do.
Do. 23rd.	In Lat. 19° 51′ N., Long. 71° 27-30′ E.	Kathiawar coast	Collision with a muchwa.—Not exhibiting light.	None lost	Do.
Do. 27th.	Off Umra in the Tapti river	Gulf of Cambay	Capsized.—Heavy weather	Partially lost.	Do.
Do. 28th.	Off Mora in the Tapti creek	Do. do.	Stranding.— Do.	All lost	Do.
Do. 31st.	In Lat. 10° 35′ N., Long. 54° 35′ E.	Indian ocean	Damage to engine.—Heavy weather.	None lost	Do.
June 6th.	About 2 miles from the coast of Suva.	Gulf of Cambay	Stranding.— Do.	Partially lost.	Do.
Do. 9th.	Near Porbandar	Kathiawar coast	Do. Do.	Do.	Do.
Do. do.	Berbera harbour	Red sea	Do. Accidental	None lost	Do.
Do. 10th.	On a rock in the Veraval harbour	Kathiawar coast	Do. Heavy weather	Partially lost and partly damaged.	Do.
Do. 18th.	Off Dahanu	Gulf of Cambay	Do. Error of the Master and Chief Officer.	Partly damaged.	Do.
Do. 20th.	Hugli Point	Hughli river	Stranding.—Accidental	None lost	Do.
Do. 22nd.	South of the island of Rameswaram.	Gulf of Manar	Do. Tides and currents.	Partially lost and partly damaged.	Do.
Do. 23rd.	In Lat. 5° 48′ S., Long 38° 55′ E.	Africa, east	Stranding.—Accidental.	None lost	Do.
July 5th.	Off Vengurla rock	Bombay coast	Fire.—Spontaneous combustion	Do.	Do.
Do. do.	Marmugoa harbour	Do. do.	Stranding.—Tides and currents.	Do.	Do.
Do. 8th.	Exact locality not stated	Arabian sea	Fire.—Spontaneous combustion.	Partially damaged.	Do.
Do. do.	Do. do.	Do. do.	Damage to vessel.—Heavy weather.	Unknown	Do.

E —CASUALTIES reported in Indian

No.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
66	BODDLEWELL	British screw steamer	2,209	London	Karachi and Bombay
67	CYDONIA	Do. screw three masted steamer.	1,029	Calcutta	Penang
68	CALCUTTA	British Indian	51	Chitta gong	Narraingunge
69	THALASSA	German steel barque	1,335	Antwerp	Rangoon and Hamburg
70	M. MEANATCHY	British screw steamer	1,368	Calcutta	Kyauk Phyau
71	BARAN in tow of the steamer *Nepaul*.	Do. inland flat	Not given	Budge Budge	Calcutta
72	PACHUMBA	Do. screw steamer	544	Rangoon	Kyouk Phyou
73	LISMORE	Do. do.	2,277	Aden	Perim
74	ALICE	Do. composite brig	320	Pilot brig	.....
75	SUNDA	Do. screw steamer	2,989	London	Calcutta
76	RAMPROSAD	Do. Indian	26	Trombay	Bombay
77	ORONSAY	Do. screw steamer	2,416	Cardiff and Mauritius.	Ras Roweyah and Calcutta
78	CLEMATIS	Do. do.	2,329	Karachi	Birkenhead
79	LAXUMI	Do. Indian	14	Malwan	Bankot
80	BISNAUTH	Do. iron flat	188	Calcutta	Goalundo
81	VITHALPRASAD	Do. Indian	24	Bulsar	Bombay
82	MOHAMMADI	Do. screw steamer	1,252	Bombay	Aden and Jiddah
83	IKHONA	Do. do.	3,383	Calcutta	Karachi
84	RUPAREL	Do. Indian	31	Bombay	Jafrabad
85	KASHIPRASAD	Do. do.	38	Bulsar	Surat
86	DON PANDARANG PRASAD	Do. do.	10	Nivti	Bombay
87	GYMEEIC	Do. screw steamer	2,598	Madras	Calcutta
88	GORDON CASTLE	Do. do.	2,821	New York	Delagoa bay and Calcutta
89	ZILLAH	Do. do.	2,412	Cardiff	Madras and Calcutta
90	STRATHMORE	Do. do.	2,296	Do.	Bombay and Calcutta
91	THORNDALE	Do. do.	1,854	Saleef	Calcutta
92	BERWICK CASTLE	Do. do.	3,788	Calcutta	Hamburg
93	SCINDIA	Do. do.	2,050	Bombay	Cochin and Rangoon
94	DENABY	Do. do.	1,930	Aden	Rangoon
95	CHUPRA	Do. do.	1,435	Bombay	Do.

waters during the year 1904—*continued.*

Date of casualty.	Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
July 10th . .	Outer Pilot station, Bombay harbour.	Bombay coast .	Collision with the Pilot schooner.—Error of the Master.	Unknown .	None lost.
Do. 12th . .	At Garden Reach . . .	Hughli river .	Do. with a flat.—Defective steering gear.	Partially damaged.	Do.
Do. 12th . .	At the mouth of the Karnafuli river.	Chittagong coast .	Stranding.—Heavy weather .	Partially lost and partly damaged.	Do.
Do. 19th . .	In Rangoon harbour . . .	Burma do. .	Collision with the *Meanatchy*, Accidental.	None lost .	Do.
Do. do. .	Do. do. . .	Do. . .	Do. with the *Thalassa*.—Accidental.	Do. .	Do.
Do. 20th .	College sand	Hughli river .	Do. with cargo boat No. 12.—Error of the Master of the *Nepaul*.	Do. .	Do.
August 13th .	On Research shoal . . .	Burma coast .	Stranding.—Error of the Master.	Do. .	Do.
Do. 15th .	Near Omran in the Gulf of Aden .	Red sea . .	Collision with the *Idroosi*.—Error of the *Nakhuda*.	Do. .	Do.
Do. 16th .	Sandheads	Bay of Bengal .	Do. with the S. S. *Sunda*.—Accidental.	No cargo .	Do.
Do. do. .	Do.	Do. . .	Do. with the Pilot brig *Alice*.—Accidental.	None lost .	Do.
Do. 25th .	One mile to the south-east of Trombay.	Bombay coast .	Capsized.—Heavy weather .	All lost .	Do.
Do. 27th .	After leaving Ras Roweyah	Red sea . .	Damage to engine.—Tides and currents.	Water ballast	Do.
Do. 30th .	On the northern side of Ras Keida, Masirah island.	Arabian do. . .	Stranding.—Error of the 2nd officer.	Partially lost and partly damaged.	Do.
September 10th .	On the Bankot bar . . .	Bombay coast .	Do. —Error of the Tindal.	Partially lost .	Do.
Do. 12th .	At Goalundo	Pudda river .	Fire.—Unknown . . .	Do. .	Do.
Do. do. .	On a rock near Bulsar .	Bombay coast .	Stranding.—Heavy weather .	None lost .	Do.
Do. 14th	In Lat. 18° 45′ N., Long. 70° 0′ E.	Arabian sea .	Loss of ship's boat.—Heavy weather.	Not given .	Do.
Do. 15th .	Mooneekhally crossing . .	Hughli river .	Stranding.—Accidental. .	None lost .	Do.
Do. do. .	About 2 miles off Satpati bander.	Bombay coast .	Do. Heavy weather .	Partially lost and partly damaged.	Do.
Do. 27th .	At the mouth of the Tapti river .	Gulf of Cambay .	Do. Tides and currents	Partially lost	Do.
Do. 30th .	Off Devgad	Bombay coast .	Capsized.—Heavy weather .	All lost .	Do.
October 1st.	In Lat. 16° 16′ N., Long. 85° 54′ E.	Bay of Bengal .	Damage to engine. Error of 4th Engineer.	None lost .	Do.
Do. 7th .	In Lat. 5° 13′ N., Long. 80° 39′ E.	Indian ocean .	Fire.—Spontaneous combustion.	Do. .	Do.
Do. 13th .	On the Hughli sand . . .	Hughli river .	Stranding.—Error of the Pilot	Do. .	Do.
Do. 14th .	In Lat. 13° 35′ N., Long. 74° 0′ E.	Arabian sea .	Damage to engine.—Accidental.	Water ballast .	Do.
Do. do. .	In Lat. 10° N., Long. 84° E. .	Bay of Bengal .	Damage to vessel.—Heavy weather.	Partially damaged.	Do.
Do. 21st .	At the Kidderpur docks, Calcutta	Hughli river .	Collision with the dock head.—Error of the Harbour Master.	None lost .	Do.
Do. do. .	Rangoon harbour . . .	Burma coast .	Do. with the S.S. *Denaby*.—Error of the Assistant Harbour Master.	Do. .	Do.
Do. do. .	Do. do.	Do. do. .	Do. with the S.S. *Scindia*. Error of the Assistant Harbour Master.	Do. .	Do.
Do. 30th .	Do. do.	Do. do. .	Do. with the steam launch *Rameswaram*.—Defective steering gear.	Do. .	Do.

E.—CASUALTIES reported in Indian

No.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
96	SUGARPASA	Native craft	6	Cutch Mandvi	Bombay
97	OUDH	British screw steamer	368	Moreigunge	Calcutta
98	DUPLEIX	French screw steamer	1,264	Marseilles	Calcutta and Pondicherry
99	PARVATI PASSA	British Indian	114	Karanja	Mallipuram
100	CARGO BOAT No. 2204	Native craft	29	Calcutta	Balasore
101	APARIMA	British screw steamer	3,684	Glasgow	Singapore
102	WAROONGA	Do. do.	1,609	Calcutta	Rangoon
103	LAXUMIPRASAD	British Indian	25	Dahanu	Dholera
104	GANESHPRASAD	Do. do.	27	Jafrabad	Kalyan
105	RAJAPURI	Do. do. steamer	84	Goa	Jaygad and Bombay
106	BARON BALFOUR	Do. screw steamer	2,552	Calcutta	Bombay
107	WISSMAN	Do. fore and aft steamer.	183	Aden	Hodeidah
108	LUXUMIPRASAD	British Indian	27	Asangaon	Bhavnagar
109	ALBERTO TREVES	Italian screw steamer	2,599	Calcutta	Madras and Venice viâ coast ports.
110	MARWARRI	British screw four-masted steamer.	3,623	Liverpool	Calcutta and Antwerp
111	KINCRAIG	British screw steamer	2,352	London	Aden and Chittagong

waters during the year 1904—*concluded.*

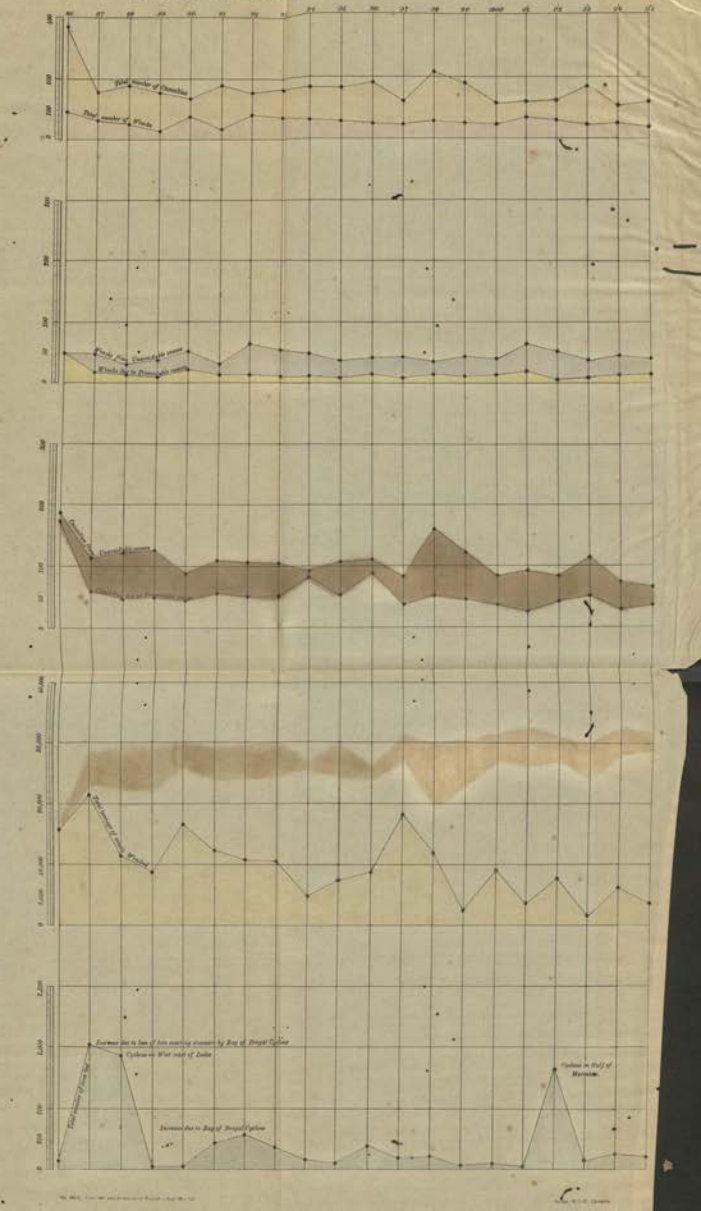
Date of casualty.	Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
November 6th .	West of the Veraval light house .	Kathiawar coast .	Foundering.—Heavy weather .	No cargo .	2 lives lost.
Do. 19th .	Off Devil's point . . .	Hughli river .	Collision with the S.S. *Dupleix.* —Error of the Master.	Party lost .	None lost.
Do. do. .	Do. . . .	Do. do. .	Do. with the S.S. *Oudh.*— Error of the Master.	None lost .	Do.
Do. 22nd .	On the sands north of the Cochin bar.	Malabar coast .	Stranding.—Error of the Tindal	Partly damaged.	Do.
Do. 26th .	At the mouth of the Panchpara river, Balasore.	Orissa do. .	Do. Tides and currents.	Partially lost and partly damaged.	Do.
Do. do. .	At No. 5 Calcutta moorings .	Hughli river .	Fire.— Spontaneous combustion.	Partially damaged.	Do.
Do. 27th .	At the Barr street buoy, Rangoon river.	Burma coast .	Do. Unknown . .	Partially lost and partly damaged.	Do.
December 6th .	On the rocks in the Dahanu creek.	Bombay do. .	Stranding.—Tides and currents	None lost .	Do.
Do. do.	On the Bassein bar . . .	Do. do. .	Do. do. . .	All lost .	Do.
Do. 7th .	Between Jangira and Revdanda .	Do. do. .	Collision with a native craft. Not exhibiting light.	No cargo .	Do.
Do. 12th.	South-west of the Alleppey light house.	Malabar do. .	Do.—With a fishing boat do. .	None lost .	Do.
Do. 15th .	Near Hodeidah in Lat. 14.° 35' N, Long 42° 50'E.	Red Sea . .	Stranding.— Error of the Chief Officer.	Unknown .	Do.
Do. 20th .	On a rock off Dahanu . .	Bombay coast .	Do Tides and currents	Partially lost .	Do.
Do. 24th .	Off Ulubariah point . . .	Hughli river .	Collision with the *Marwarri.* Accidental.	None lost .	Do.
Do. do. .	Do. do.	Do. do. .	Do. with the *Alberto Treves.* Accidental.	Do. .	Do.
Do. 25th .	In the Kurnafuli river . . .	Chittagong coast .	Stranding.—Tides and currents	Do. .	Do.

G. I. C. P. O.—No. 692 P. O., Cal.—22-5-05.—135.—J. T. N.

WRECK CHART
OF THE
INDIAN OCEAN
ARABIA
HINDOSTAN
AFRICA

DIAGRAM.

Shewing Comparative Numbers of Maritime Wrecks and Casualties, Total Tonnage, and the Number of Lives lost; reported to the Indian Wreck Department, Calcutta, from the year 1896 to 1905 inclusive.


96 97 98 99 00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15
Total number of Casualties
Total number of Wrecks
Wrecks from Causes other than
Wrecks due to Storms or Cyclones
Tonnage
Lives lost
Total number of Lives lost
Total number of Vessels
Increase due to loss of lives entailing disasters by Bay of Bengal Cyclone
Cyclone in West coast of India
Total number of Lives lost
Increase due to Bay of Bengal Cyclone
Cyclone in Gulf of Martaban

GOVERNMENT OF INDIA.
COMMERCE AND INDUSTRY DEPARTMENT.
SEPARATE REVENUE.

COMMERCE AND TRADE.

RETURN

OF

WRECKS AND CASUALTIES

IN

INDIAN WATERS

FOR THE YEAR 1905

TOGETHER WITH A CHART SHOWING THE POSITIONS IN WHICH THEY OCCURRED, AND A DIAGRAM SHOWING COMPARATIVE NUMBERS OF THE REPORTED MARITIME WRECKS AND CASUALTIES, THE TOTAL TONNAGE, AND THE NUMBER OF LIVES LOST, FOR THE PAST TWENTY YEARS.

PREPARED BY

E. J. BEAUMONT, COMMANDER, R.I.M.,

PORT OFFICER AND REGISTRAR OF WRECKS

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY

CALCUTTA:
OFFICE OF THE SUPERINTENDENT OF GOVERNMENT PRINTING, INDIA.
1906.

CALCUTTA:
GOVERNMENT OF INDIA CENTRAL PRINTING OFFICE,
8, HASTINGS STREET.

REVIEW.

THERE were 44 wrecks and 103 casualties in Indian waters reported to this Department during the year 1905. The wrecks occurred among 8 British and Foreign vessels, 29 British Indian vessels and 7 Native craft; and the casualties among 51 British and Foreign vessels, 32 British Indian vessels, and 20 Native craft. The wrecks consisted of 4 collisions, 10 founderings, 24 strandings, and 6 miscellaneous cases. The casualties consisted of 26 collisions, 1 foundering, 46 strandings, and 30 miscellaneous cases. The total tonnage lost is calculated at 3,470 tons exclusive of the 3 British and 2 British-Indian vessels, the tonnage of which is not given. The number of lives lost is reported at 86; but no loss of lives is reported to have occurred among the 103 casualties of this year. The heavy death-rate recorded among the vessels wrecked is due to the loss of the S. S. *Hashemi* belonging to the Bombay and Persian Steam Navigation Company. This vessel arrived in Calcutta in August and left here on the 4th September following with a cargo of coal and a crew of 74 men. She passed Saugor on the 5th, and on the 6th September a cyclonic storm of moderate intensity visited the south coast of Orissa, Bay of Bengal, and, it is believed, she encountered this storm and foundered with all her cargo and crew.

The wrecks and casualties aggregating 147 vessels are reported to have occurred in the following localities, *viz.*, in the Sind coast 6, Kathiawar 6, Gulf of Cambay 24, Bombay coast 45, Malabar coast 8, Hughli river 22, Burma coast 14, Orissa coast 4, and Madras 2. The rest occurred in other localities embraced in Indian waters.

The following analyses show (A) the causes to which the reported maritime wrecks and casualties are attributed; (B) a comparative statement of the reported number of maritime wrecks and casualties recorded in the Indian Wreck Department, from the years 1879 to 1905 inclusive, showing respectively, in the cases of British and Foreign vessels, British-Indian vessels, and Native craft, whether the disasters were due to unavoidable or preventable causes; (C) a comparative statement showing the reported number of maritime wrecks and casualties in Indian waters, the total tonnage of vessels wrecked, and the number of lives lost, during the years 1865 to 1905 inclusive; (D) a tabular statement of the wrecks; and (E) a tabular statement of the casualties in Indian waters reported during the year under review, arranged in the order in which they occurred.

A wreck chart of the Indian ocean, and a diagram showing the reported number of maritime wrecks and casualties in Indian waters, the total tonnage of vessels wrecked, and the number of lives lost during the years 1886 to 1905 inclusive, is also appended to this Return.

E. J. BEAUMONT, COMDR., R.I.M.,
Port Officer and Registrar of Wrecks.

PORT OFFICE,
Calcutta, 22nd May 1906.

A.—Causes to which the reported maritime disasters are attributed :—

	Collisions.			Founderings.			Strandings.			Other causes.		
	No.	Tonnage.	Lives lost.	No.	Tonnage.	Lives lost.	No.	Tonnage.	Lives lost.	No.	Tonnage.	Lives lost.
WRECKS.												
British Vessels.												
Steam	1	(a) ...	2	4	(a)2,288	78	...	...	...	1	11	...
Sailing	...	...	...	1	(a)...	...	...	...	...	...	...	...
British Indian Vessels.												
Steam	...	...	...	...	...	...	...	...	...	...	...	...
Sailing	3	(b) 48	...	4	117	1	18	(b) 453	4	4	93	1
Native craft of all nationalities.												
Steam	...	...	...	...	...	...	...	...	...	...	...	...
Sailing	...	...	...	...	...	...	6	219	...	1	51	...
Vessels of Foreign nationality.												
Steam	...	...	...	1	190	...	...	...	...	...	...	...
Sailing	...	...	...	...	...	...	...	...	...	...	...	...
Total	4	48	2	10	2,595	79	24	672	4	6	155	1
CASUALTIES.												
British Vessels.												
Steam	22	(c)38,860	...	...	...	...	21	51,013	...	7	6,675	...
Sailing	...	...	...	...	...	...	...	...	...	...	...	...
British Indian Vessels.												
Steam	...	...	...	...	...	...	...	...	...	...	...	...
Sailing	3	171	...	1	10	...	20	747	...	8	189	...
Native craft of all nationalities.												
Steam	...	...	...	...	...	...	...	...	...	...	...	...
Sailing	...	...	...	...	...	...	5	369	...	15	581	...
Vessels of Foreign nationality.												
Steam	1	2,314	...	...	...	...	...	...	...	...	...	...
Sailing	...	...	...	...	...	...	...	...	...	...	...	...
Total	26	41,345	...	1	10	...	46	52,129	...	30	7,445	...
GRAND TOTAL	30	41,393	2	11	2,605	79	70	52,801	4	36	7,600	1

(a) Not including the tonnage of 3 British vessels not given.
(b) Do. do. 2 British Indian vessels do.
(c) Do. do. 3 British vessels do.

B.—Comparative Statement of the reported maritime wrecks and casualties recorded in the Indian Wreck Department from the years 1879 to 1905 inclusive, showing respectively British and Foreign vessels, British Indian vessels and Native craft.

Year.	Wrecks.						Total.	Casualties.						Total.
	British and Foreign vessels.		British-Indian vessels.		Native craft.			British and Foreign vessels.		British-Indian vessels.		Native craft.		
	Unavoidable.	Preventable.	Unavoidable.	Preventable.	Unavoidable.	Preventable.		Unavoidable.	Preventable.	Unavoidable.	Preventable.	Unavoidable.	Preventable.	
1879	11	11	176	18	68	5	289	76	35	58	10	11	2	192
1880	2	11	15	12	7	3	50	90	47	9	5	4	1	156
1881	6	9	28	9	8	3	63	97	49	29	14	5	2	196
1882	9	18	39	6	13	5	90	119	98	45	33	8	...	303
1883	5	10	22	10	12	6	68	148	88	57	29	9	5	336
1884	6	7	26	22	11	7	79	153	83	50	34	14	5	339
1885	12	24	19	14	12	6	87	155	135	25	29	10	4	358
1886	4	10	30	24	11	12	91	129	130	37	31	16	8	351
1887	9	9	21	5	19	5	68	51	43	41	7	14	4	160
1888	3	8	8	7	16	6	48	72	33	39	11	35	...	190
1889	5	3	22	2	10	1	43	80	40	36	7	10	1	174
1890	10	11	28	14	9	1	73	65	41	23	7	5	...	141
1891	7	5	16	2	6	3	39	67	71	45	4	3	9	192
1892	3	3	30	5	31	...	72	36	48	42	3	29	...	158
1893	6	4	36	6	9	....	61	46	54	48	4	9	1	162
1894	2	2	39	5	5	2	55	31	64	55	15	11	3	179
1895	4	3	28	9	5	...	49	48	36	55	17	6	1	163
1896	3	3	23	9	16	...	54	38	64	42	20	22	3	189
1897	4	6	34	4	9	...	57	33	27	43	8	9	...	120
1898	3	6	19	8	10	...	46	85	44	50	5	20	1	211
1899	1	3	39	4	6	1	54	84	37	22	3	17	1	164
1900	2	3	24	6	14	1	50	40	29	33	2	9	...	119
1901	1	1	46	6	12	1	69	44	15	35	6	19	1	120
1902	6	1	33	2	11	...	53	29	34	25	9	29	4	130
1903	...	...	27	5	10	1	43	16	41	84	7	23	2	163
1904	2	2	27	6	13	3	53	42	26	24	8	10	1	111
1905	3	6	29	3	2	1	44	28	23	25	7	20	...	103

C.—Comparative Statement showing the reported maritime wrecks and casualties in Indian waters, the total tonnage of vessels wrecked, and the number of lives lost, during the years 1865 to 1905, inclusive.

Year.	Number of wrecks and casualties.	Total tonnage lost.	Lives lost.	Year.	Number of wrecks and casualties.	Total tonnage lost.	Lives lost.
1865	28	14,443	5	1886	442	15,402	105
1866	32	15,597	35	1887	228	20,022	1,016
1867	37	17,417	49	1888	238	11,739	917
1868	20	12,558	19	1889	217	9,629	35
1869	55	25,688	279	1890	214	16,973	22
1870	44	14,809	51	1891	231	12,008	240
1871	47	18,804	118	1892	230	10,410	272
1872	106	14,238	143	1893	223	12,428	170
1873	42	12,110	3	1894	234	5,180	81
1874	69	16,656	85	1895	212	7,982	63
1875	62	11,193	65	1896	241	8,147	168
1876	110	23,866	95	1897	177	18,141	96
1877	163	26,847	142	1898	257	11,979	75
1878	228	35,873	131	1899	218	2,728	22
1879	481	32,541	357	1900	169	9,140	34
1880	206	15,662	120	1901	189	4,980	22
1881	259	17,814	186	1902	183	6,949	831
1882	393	29,272	155	1903	206	11,823	50
1883	406	21,760	62	1904	164	6,095	73
1884	418	17,109	75	1905	147	3,470	86
1885	445	41,257	515				

From the foregoing it will be seen that during the past 41 years, *viz.*, from 1865 to 1905 inclusive, the annual average of the reported wrecks and casualties in Indian waters has been 197; the average total tonnage of vessels wrecked was 15,630; and the average number of lives lost was 148.

Notes.—(*a*) Exclusive of four vessels supposed to have been lost.
(*b*) Does not include the 400 pilgrims lost in the *Hydree* and 428 in the *Jeral*, both wrecked in the Red Sea, nor the Masters and crew of both these vessels.
(*d*) Not including the Masters and crew of the *Lady Rawlinson* supposed to have foundered, and also of the *Fattal Karrim*, *Fattay Rassak*, *Lady Amherst* and *William Stevenson*. The tonnage of the *Queenstown*, *City of Palaces*, *Fattal Karrim*, *Fattay Rassak*, *Lady Amherst*, and *William Stevenson*, was not reported, and is therefore not included.
(*e*) The number lost on the *Essex* was not reported.
(*f*) Does not include the missing ship *Nebo*.
(*g*) Does not include the number of lives supposed to be lost in the *Lawport*.
(*h*) Not including the tonnage of one British Indian and two Native crafts which were not given.
(*i*) Not including the tonnage of one British steam launch, three British Indian vessels and one Native craft not given.
(*j*) Exclusive of the tonnage of three British Indian vessels not given.
(*k*) Not including the tonnage of three British flats, and two Native crafts not given.

TABULAR STATEMENT OF THE WRECKS

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

D.—WRECKS reported in Indian W.

No.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
1	Sawai Salamati	British Indian	18	Bombay	Malwan and Bhagva
2	Silemani	Do. do.	20	Jaitapur	Cochin and Calicut
3	Laxmi	Do. do.	6	Gogo	Dehej
4	Meyun	British screw steamer.	91	Aden	Perim and Hodeidah
5	Mirapur	British Indian	Not known	Karachi	Tankes
6	Parvatiprasad	Do. do.	56	Ghoga	Bombay
7	Curimshai	Do. do.	8	Kotesar	Karachi
8	Putton	Do. do.	19	Do.	Do.
9	Ganapati Prasad	Do. do.	10	Karanja	Revdanda
10	Naranprasad	Do. do.	30	Bombay	Umarsadi
11	Mooltan	British iron flat	Not known	Karachi	Alleppey and Calcutta
12	Burma	British pole masted steamer.	11	Bombay harbour.	
13	Ramprasad	Native craft	14	Jairabad	Karachi and Kavi
14	Mahadeoprasad	British Indian	57	Porbander	Bombay
15	Suryaban	Do. do.	13	Kasao in Portuguese territory.	Kundapur
16	Jeydevi	Do. do.	21	Tankari	Bhavnagar
17	Venktish Prasad	Do. do?	36	Shadashivgad	Baliapatam
18	Machoo Macheri	Do. do.	6	Gogo	Broach
19	Nasri	Native craft	84	Muscat	Karachi and Bahrein
20	Ruparel	Do. do.	17	Bhavnagar	Tankari
21	Truelya Mary Ann Pokshan.	British Indian	22	Kaits	Negombo and Arampatam
22	Peel	Do. steam launch	17	Kulpi	Diamond Harbour
23	Yoshwanti	British Indian	37	Bombay	Revdanda and Tellicherry
24	Lakhmiprasad	Native craft	8	Bhavnagar	Sonrai
25	Sakri Salamati	British Indian	10	Dabhol	Bombay
26	Cargo Boat No. 44	Do. do.	35	Chandbali	False Point
27	Dhanprasad	Do. do.	48	Goa	Broach
28	Ganesh Prasad	Do. do.	13	Honavar	Gungawali
29	Cargo Boat No. 1	Do. do.	Not known	Cuttack	Jamboo
30	Khataopassa	Native craft	85	Bombay	Vavania near Porbander
31	Ramprasad	British Indian	56	Bulsar	Bhavnagar
32	Ruparel	Native craft	11	Bhavnagar	Bhavnagar Bhatu

waters during the year 1905.

Date of wreck.	Position of wreck and name of shoal, etc.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
January 2nd	South of Karli creek at Bhagva near Nivti.	Bombay coast	Stranding.—Heavy weather	In ballast	None lost.
Do. 10th	Off Chowghat	Malabar coast	Do. Defective rudder	All lost	Do.
Do. do.	On the Bhatnath coast, Dehej bander.	Gulf of Cambay	Capsized.—Tides and currents	Partly lost	Do.
Do. 14th	Seventeen miles S. S. E. of Abu Ail.	Red sea	Foundering.—Error of the Master and Mate.	All lost	3 lives lost.
Do. 19th	Near the Petiani creek, Indus river.	Sind coast	Stranding.—Heavy weather	No cargo	None lost.
Do. 22nd	At sea, between Zai and Dehri subport of Gholwad.	Gulf of Cambay	Sprung a leak.—Heavy weather	All lost	Do.
Do. 28th	Off the Khobur mouth, Indus river.	Sind coast	Stranding do.	No cargo	Do.
Do. do.	Do. do.	Do. do.	Do. do.	Partly lost	Do.
February 5th	About 2 miles off Thal bander	Bombay do.	Do. Tides and currents	All lost	Do.
Do. 6th	At the mouth of the Umarsadi creek.	Do. do.	Do. Heavy weather	Partly lost	Do.
Do. 20th	In Lat 15° 20' N. Long. 84° 30' E.	Bay of Bengal	Foundering.—Old and worn out	No cargo	Do.
Do. 21st	At Elephanta, Bombay harbour	Bombay coast	Capsized in attempting to tow a barge.	Do.	Do.
Do. 23th	Between Kavi and Dehgaum	Gulf of Cambay	Stranding.—Tides and currents	Partially lost and partly damaged.	Do.
Do. 28th	On the bar of the Tarapur bander.	Bombay coast	Do. Error of the Tindal	All lost	Do.
March 7th	Near the mouth of the Gungawali creek.	Do. do.	Do. do.	No cargo	Do.
Do. 19th	At the mouth of the Dhadhur river.	Do. do.	Do. Tides and currents	All lost	Do.
Do. 20th	Near the mouth of the Shirali creek.	Do. do.	Foundering.—Old and worn out	Do.	Do.
Do. 26th	Near Jageshwar in the Nerbudda creek.	Do. do.	Stranding.—Heavy weather	No cargo	4 lives lost.
Do. 28th	On the beach opposite Clifton near Karachi.	Sind do.	Do. do.	Partially lost and partly damaged.	None lost.
April 5th	At the mouth of the Dhadhur river.	Bombay do.	Do. do.	All lost	Do.
Do. 18th	Between Salaimanar and Rameswaram.	Ceylon coast	Do. Heavy weather	Do.	Do.
Do. 24th	Diamond Harbour creek	Hughli river	Foundering. Do.	No cargo	One life lost.
May 1st	At the entrance of the Revdanda creek.	Bombay coast	Do. Do.	Partially lost and partly damaged.	None lost.
Do. 2nd	On the Sonrai creek	Gulf of Cambay	Do. Old and worn out.	No cargo	Do.
Do. 4th	On the bar of the Dabhol creek.	Bombay coast	Stranding.—Tides and currents.	Partially lost and partly damaged	Do.
Do. 9th	In the north Baroni river above False Point.	Orissa do.	Foundering. Do.	Partly lost	Do.
Do. 12th	Off Dandi	Gulf of Cambay	Stranding. Do.	Do.	Do.
Do. 24th	On the Honavar bar	Bombay coast	Capsized.—Tides and currents	All lost	One life lost.
Do. 28th	Near Barakhud	Orissa do.	Collision with another cargo boat. Do.	Do.	None lost.
June 2nd	Between Vavania and Porbander	Kathiawar do.	Stranding. Do.	Partially lost	Do.
Do. 4th	At the mouth of the Aurunga river, near the Kosumba light.	Bombay do.	Do. Do.	None lost	Do.
July 22nd	On the coast near Nada	Gulf of Cambay	Do. Heavy weather	No cargo	Do.

D.—WRECKS reported in Indian

No.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
33	Ramban	British Indian	9	Bassein	Trombay and Bombay
34	Shamrock	British motor launch	Not given.	Elephant point	Rangoon
35	Roopabel	British Indian	30	Mahuva	Cambay
36	Orange (late Clive)	French screw steamer	190	In the Rangoon river	
37	Hashemi	British fore and aft steamer.	2,180	Calcutta	Bombay
38	Cargo Boat No. 89	British Indian	24	Mangalore	Mangalore roadstead
39	Karamati	Do. do.	24	Do.	Cochin
40	Ratnagiri	Do. do.	18	Veraval	Bulsar
41	Kashiprasad	Do. do.	15	Broach	Surat
42	Kathleen (hull)	British steam tug	Not given.	At the Dalla h dockyard	
43	Daviprasad	British Indian	70	Bhavnagar	Murmagao
44	Chan Tha gyee	Native craft	51	Tavoy	Rangoon

waters during the year 1905—*concluded.*

Date of wreck.	Position of wreck and name of shoal, etc.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
July 22nd	Off Peerpaon	Bombay coast	Foundering.—Heavy weather	In ballast	None lost.
August 22nd	Rangoon river	Burma do.	Collision with the S. S. *Syriam*. Not exhibiting regulation light.	No cargo	2 lives lost.
Do. 28th	Off Dandi	Gulf of Cambay	Stranding.—Heavy weather	Partially lost	None lost.
Sept. 5th	Rangoon river	Burma coast	Do. Error of the Master	No cargo	Do.
Do. 6th	Off the south Orissa coast	Bay of Bengal	Foundering.—Heavy weather	All lost	74 lives lost.
October 10th	On the Mangalore roadstead	Malabar coast	Collision with cargo boat, No. 68. Tides and currents.	Do.	None lost.
Do. 15th	Off Mylapore	Do. do.	Foundering.—Heavy weather	Do.	1 life lost.
Do. 27th	Off Dandi	Gulf of Cambay	Sprung a leak.—Tides and currents.	No cargo	None lost.
Nov. 22nd	Do.	Do. do.	Stranding.—Tides and currents	All lost	Do.
Do. 23rd	Rangoon river	Burma coast	Foundering.—Error of the Assistant Harbour Master.	No cargo	Do.
Do. 27th	Off Ratnagiri	Bombay do.	Sprung a leak.—Heavy weather.	All lost	Do.
Dec. 12th	Below the mouth of the Ye creek Gulf of Martaban.	Burma do.	Do. Unknown	Do.	Do.

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TABULAR STATEMENT OF THE CASUALTIES

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

E.—CASUALTIES reported in Indian

No.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
1	KARIMSHAI	Native craft	66	Bombay	Porbander
2	MAHAMUDI	British Indian	8	Viengurla	Hangorkotta
3	RUPAREL	Do. do.	8	Navapur	Bombay
4	DHANPRASAD	Native craft	42	Bombay	Porbander
5	SALAMAT PRASAD	Do. do.	53	Do.	Do.
6	GODAVARI	British Indian steam launch.	57	Do.	Dabhol and Jaygad
7	AUCHENCRAG	British screw steamer	2,542	Grenock	Calcutta and Bombay
8	OCKERPELS	German do.	2,314	Hamburg	Madras
9	AVA	British do.	2,543	Barrow in Furnes	Moulmein
10	DARYA DAULAT	British Indian	10	Bombay	Trombay and Bhwindi
11	VIJLIPRASAD	Do. do.	20	Dantivra	Bhavnagar
12	BHAWANI	Native craft	7	Kalyan	Trombay and Bombay
13	BAHADUR	Do. do.	7	Do.	Do. do.
14	BHAWANI	Do. do.	6	Trombay	Bombay
15	Do.	Do. do.	20	Mandwa	Do.
16	RAMPRASAD	British Indian	54	Goa	Broach
17	MAHADEV PRASAD	Native craft	57	Bombay	Porbander
18	NARAN PRASAD	Do. do.	42	Do.	Do.
19	LIGHTNING	British screw steamer.	2,122	Calcutta	Hong Kong
20	KNIGHT BACHELOR	Do. do.	4,142	Do.	Bombay
21	FATHA RAHIMAN	British Indian	63	Ponani	Cochin
22	RAMPRASAD	Native craft	116	Karachi	Porbander and Calicut
23	RAMPASSA	Do. do.	115	Do.	Do. do.
24	RAMPRASAD	British Indian	56	Trombay	Bhavnagar
25	RUPAREL	Native craft	22	Umbergaon	Porbander
26	KASHIPRASAD	British Indian	14	Agashi	Broach
27	BAHADURI	British screw steamer.	829	Bombay	Dwarka and Cutch Mandvi
28	ARABIA	Do. do.	4,167	In Bombay.	
29	RIVERDALE	Do. do.	2,752	Do.	
30	RAMBAN	British Indian	10	Karanja	Bombay
31	FATE KARIM	Native craft	104	Cutch	Chandbali and Cochin
32	BYCULLA	British screw steamer.	1,095	Calcutta	Chittagong
33	DARYA DAULAT	British Indian	28	Dahanu	Bombay
34	FATHE HARRAH	Do. do.	31	Malpe	Tellicherry

waters during the year 1905.

Date of casualty.	Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
January 3rd	On the bar of the Surat river	Gulf of Cambay	Damage to vessel.—Heavy weather.	Partially lost	None lost.
Do. 4th	At Honavar	Bombay coast	Capsized.— Do.	Partially lost and partly damaged.	Do.
Do. 5th	On the rocks opposite Mahim light.	Do. do.	Stranding.—Error of the Tindal	All lost	Do.
Do. 6th	On the bar of the Surat river	Gulf of Cambay	Loss of cargo.—Heavy weather	Partially lost and partly damaged.	Do.
Do. do.	Do. do.	Do. do.	Do. do.	Partially lost.	Do.
Do. 10th	Near the Dabhol light	Bombay coast	Collision with a fishing boat.—Not exhibiting light.	No cargo	Do.
Do. 11th	At Kulpi	Hughli river	Do. with the *Ockenrfels*.—Error of the Pilot.	None lost	Do.
Do. do.	Do.	Do. do.	Do. with the *Auchencrag*.—Error of the Pilot of that vessel.	Do.	Do.
Do. 26th	Long Island, Salweem river	Burma coast	Stranding.—Error of the Pilot	Partially lost	Do.
Do. 29th	In the Thana creek	Bombay do.	Capsized.—Heavy weather	Partly damaged.	Do.
Do. do.	Near Rajagari	Gulf of Cambay	Sprung a leak.—Tides and currents.	All lost	Do.
Do. 30th	Near Mahul	Bombay coast	Capsized.—Heavy weather	Do.	Do.
Do. do.	Do.	Do. do.	Do. do.	Do.	Do.
Do. do.	Do.	Do. do.	Do. do.	Do.	Do.
Do. do.	Near Ketri bander	Do. do.	Stranding.— do.	Partly damaged.	Do.
Do. do.	Off Hajira	Gulf of Cambay	Damage to vessel.—Tides and currents.	Partially lost.	Do.
February 1st	On the bar of the Surat river	Do. do.	Loss of cargo.—Heavy weather	Do.	Do.
Do. 10th	Do. do.	Do. do.	Do. do.	Do.	Do.
Do. 18th	Below Budge Budge	Hughli river	Stranding.—Accidental	None lost	Do.
Do. 22nd	Poonjaltee crossing	Do. do.	Do. Defective steering gear.	Do.	Do.
Do. 25th	On the Ponani bar	Malabar coast	Do. Error of the Tindal.	Partially lost.	Do.
Do. 27th	Calicut anchorage	Do. do.	Do. Tides and currents	None lost	Do.
Do. do.	Do. do.	Do. do.	Do. Error of the Tindal	Do.	Do.
Do. 28th	Off the Arnala bander	Bombay do.	Sprung a leak.—Heavy weather	Partially lost and partly damaged.	Do.
March 4th	Near Navibander	Kathiawar do.	Loss of cargo.— Do.	Partially lost.	Do.
Do. 8th	In the Nerbudda river	Gulf of Cambay	Stranding.—Tides and currents	All lost	Do.
Do. 13th	Near Asar Lat. 22° 56 N. Long. 69° 11′ 20″ E.	Gulf of Cutch	Do. Heavy weather	None lost	Do.
Do. 15th	Victoria dock, Bombay harbour	Bombay coast	Collision with the *Riverdale*.—Error of the Chief Engineer.	Do.	Do.
Do. do.	Do. do.	Do. do.	Do. with the *Arabia*.—Error of the Chief Engineer of the *Riverdale*.	Do.	Do.
Do. do.	Off the Karanja pier	Do. do.	Capsized.—Heavy weather	All lost	Do.
Do. 19th	At the mouth of the Dhamra river.	Orissa do.	Stranding.— Do.	Partially lost.	Do.
Do. 20th	Kurnafuli river	Chittagong do.	Collision with a buoy.—Tides and currents.	None lost	Do.
Do. do.	At the entrance of the Dahanu creek.	Bombay do.	Stranding do.	Partially lost.	Do.
Do. 22nd	On the Malpe bar	Do. do.	Do. do.	All lost	Do.

No.	NAME OF VESSEL.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
35	DHANPRASAD	Native craft	26	Umbergaon	Porbander
36	SAKARIO	Do. do.	11	Porbander	Mangrol
37	RAMPRASAD	Do. do.	112	Karachi	Porbander
38	CARGO BOAT No. 16	British Indian	12	Mangalore	Kasaragad
39	NAWAB	British screw steamer.	2,041	Calcutta	Bombay
40	DHANPRASAD	British Indian	35	Surat	Port Albert Victor
41	CARGO BOAT No. 25	Do. do.	43	Cuttack	False Point and Chandbali
42	ANTAKAPARVATI	Do. do.	16	Mangalore	Kasaragad
43	UNITY	British screw steamer.	929	Penang	Rangoon
44	NAGINI	British Indian	10	Karwar	Kumta
45	SEA LION	British screw steamer.	638	Cardiff	Port Said and Hong Kong
46	KATHLEEN	British steam tug	23	Plying in the Rangoon river.	
47	KARANJA	British steam launch	Not given	Do.	
48	BIRKHALL	British screw steamer.	2,738	Cardiff	Bombay and Calcutta
49	ASIA	Do. do.	2,337	Liverpool	Calcutta and London
50	VERA LETCHIMY	British Indian	142	Kaits	Akyab
51	VIJALIPRASAD	Do. do.	53	Goa	Broach
52	NURANI	British screw steamer.	2,870	Rangoon	Calcutta
53	UPADA	Do. do.	3,382	Calcutta	Bombay
54	DAM DIM	British steam launch	62	Habbibassa	Barisal
55	ORISSA	British screw steamer.	3,525	Calcutta	Penang
56	KASHIPRASAD	British Indian	14	Broach	Bhavnagar
57	LUNKA	British screw steamer.	943	Rangoon	Calcutta
58	DARYAPUR	British Indian	9	Kalyan	Bassein and Mahora
59	NERBUDDA	British screw steamer.	1,961	Bombay harbour.	
60	PATKOI	British steel flat	1,200	At Calcutta	
61	FORTH	British ship	1,713	Do. do.	
62	FOYLE	Do. screw steamer	2,690	Rangoon	Colombo and Port Said
63	HEATHBURN	Do. do.	2,744	Ilo Ilo	Singapore and Port Said
64	AVOCA	Do. do.	3,410	London	Colombo and Calcutta
65	DWARKA	Do. do.	759	Bombay harbour	

waters during the year 1905—*continued*.

Date of casualty.	Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
March 28th .	At Madhanpur . . .	Kathiawar coast .	Loss of cargo.—Heavy weather	Partially lost .	None lost.
Do. 29th .	Near Ordara, off Porbander	Do. do. .	Damage to vessel and cargo.—Heavy weather.	Partially lost and partly damaged.	Do.
Do. 30th .	Near Karachi	Sind do. .	Loss of cargo.— Do. .	Partially lost .	Do.
Do. do. .	On the bar of Kasaragad creek	Malabar do. .	Capsized.—Tides and currents .	All lost .	Do.
April 2nd .	Near the pier at Gopalpore .	Madras do. .	Stranding.—Error of the Master	None lost .	Do.
Do. 7th .	In the Tapti river creek . .	Gulf of Cambay .	Do. Tides and currents	Partially lost and partly damaged.	Do.
Do. 8th .	Long Reach, Byturni river below Haripur bar.	Orissa coast .	Collision with the steamer *Jattra*.—Error of the Tindal of the cargo boat.	No cargo .	Do.
Do. 13th .	On the bar of Kasaragad creek	Malabar coart .	Stranding —Tides and currents	Partially lost .	Do
Do. 17th .	Outside Rangoon river . .	Burma do. .	Damage to steering gear.—Tides and currents.	None lost .	Do.
Do. 30th .	At the entrance of the Kumta creek.	Bombay do. .	Do. Foundering.— Tides and currents.	Partially lost and partly damaged.	Do.
May 1st .	30 miles N.N.W. of Abu light .	Gulf of Aden .	Do. to engine.—Heavy weather.	None lost .	Do.
Do. 8th .	Rangoon river . . .	Burma coast .	Collision with the steam launch *Karauja*.—Error of the Serang.	Do. .	Do.
Do. do. .	Do. do. . . .	Do. do. .	Do. with the tug *Kathleen*.—Error of the Serang.	Do. .	Do.
Do. 9th .	Diamond Harbour . . .	Hughli river .	Do. with the *Asia*.—Heavy weather.	Do. .	Do.
Do. do. .	Do. do. . . .	Do. do. .	Do. with the *Birkhall*.—Do.	Do. .	Do.
Do. 16th .	Six miles east of Adirampatam .	Ceylon coast .	Stranding.—Tides and currents	Do. .	Do.
Do. do. .	In the Nerbudda creek . .	Gulf of Cambay .	Do. do. .	Partially lost .	Do.
Do. 17th .	Fulta road	Hughli river .	Do. Defective steering gear.	None lost .	Do.
Do. 18th .	At Fisherman's point . .	Do. do. .	Do. Tides and currents	Do. .	Do.
Do. 19th .	At Barisal	Bengal . .	Damage to boiler.—Error of Engine-driver.	No cargo .	Do.
Do. 21st .	Poonjali crossing . . .	Hughli river .	Stranding.—Tides and currents	None lost .	Do.
June 2nd .	In the Nerbudda creek . .	Gulf of Cambay .	Do. do. .	Partially lost .	Do.
Do. 5th .	On the Liffey sand, Rangoon river.	Burma coast .	Do. Error of the Master	None lost .	Do.
Do. 8th .	On the bar of the Manora creek	Bombay coast .	Stranding.—Tides and currents	All lost .	Do.
Do. do. .	Victoria dock, Bombay harbour	Do. do. .	Collision with the dock wall.—Error of the Harbour Master.	None lost .	Do.
Do. 9th .	At Fort Point . . .	Hughli river .	Do. with the *Forth*.—Error of the Assistant Harbour Master.	Do. .	Do.
Do. do. .	Do. do. . . .	Do. do. .	Collision with the flat *Patkoi*.—Error of the Assistant Harbour Master.	Do. .	Do.
Do. 13th .	On the Mushejera reef, off Great Hanish islands.	Red sea . .	Stranding.—Unknown . .	Do. .	Do.
Do. 27th .	On the Khor Omeira coast .	Gulf of Aden .	Do. do. . .	Do. .	Do.
Do. do. .	On the Madras breakwater .	Madras coast .	Do. Heavy weather .	Do. .	Do.
Do. 30th .	Victoria dock, Bombay harbour	Bombay do. .	Collision with the Victoria dock wall.—Tides and currents.	Do. .	Do.

E.—CASUALTIES reported in Indian

No.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
66	ABOUKIR	British screw steamer	2,148	Murmagao	Calcutta and Monte Video
67	LONDON BRIDGE	Do. do.	1,936	Calcutta	Singapore
68	SYRIAM	Do. do.	891	Rangoon	Akyab and Chittagong
69	ELAX	Do. do.	2,612	Singapore	Calcutta
70	BIHARA	Do. do.	1,937	Calcutta	Gopalpore and Rangoon
71	QUEEN ADELAIDE	Do. do.	1,835	Cardiff	Manilla and Rangoon
72	SAFARI	Do. do.	834	Bombay	Mohalla
73	NAIRUNG	Do. do.	2,862	Calcutta	Surabaya
74	RIHMATI	British Indian	71	Karachi	Lingah and Busra
75	SHAH JEHAN	British screw steamer	2,567	Bombay	Mohalla and Aden
76	RAMPRASAD	British Indian	15	Bassein	Cambay
77	CLAN ROBERTSON	British fore and aft steamer.	3,104	Glasgow	Bombay
78	BANDORA	British screw steamer	55	Bombay harbour	
79	OKHLA	Do. do.	3,436	Calcutta	Penang and Singapore
80	REWA	Do. do.	2,431	Do.	London
81	KHUDA BUX	British Indian	19	Umbergaon	Broach
82	PARVATIPASA	Native craft	35	Salaya	Bhavnagar and Porbander
83	SALAMAT PASA	Do. do.	55	Porbander	Bombay
84	GANESH MAHALAXMI	British Indian	8	Honavar	Wharf
85	RAM PASA	Do. do.	88	Porbander	Busra and Karachi
86	ARRATOON APCAR	British screw steamer	2,931	Belfast	Calcutta and Penang
87	MEGNA	Do. do.	772	Calcutta	Rangoon
88	NAVI LADY	Native craft	40	Diu	Navibander and Karachi
89	OLYMPIA	British screw steamer	3,269	Glasgow	Suez and Bombay
90	BASS	British steam launch	Not given	Plying in the Hughli river	
91	JET	Do. do.	Not given	Do.	Do.
92	KASHIPRASAD	British Indian	21	Dholera	Navibander
93	RUPAREL	Do. do.	27	Gholwad	Broach
94	PUNDIT	British screw steamer	3,832	Calcutta	Colombo and Bombay
95	JABUNA	British cargo flat	600	Naraingunge	Calcutta
96	BURMA	British screw steamer	2,316	Rangoon	Calcutta and Bassein
97	TANTABO	British iron flat	362	Do.	Bhamo

waters during the year 1905—*continued.*

Date of casualty.	Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
July 22nd	Saugor island	Hughli river	Damage to engine.—Unknown	None lost	None lost.
August 2nd	At the Kidderpur docks	Do. do.	Loss of anchor and chain.—Accidental.	Do.	Do.
Do. 22nd	In the Rangoon river	Burma coast	Collision with the launch *Shamrock*.—Not exhibiting Regulation lights.	No cargo	Do.
Do. 23rd	Puppy's harbour, Fulta point	Hughli river	Stranding.—Tides and currents	Partially lost	Do.
Do. 26th	On the South Patch of the Phæton shoal.	Burma coast	Do. Error of the Chief Engineer.	None lost	Do.
September 2nd	Dalla side of Rangoon harbour	Do. do.	Stranding.—Tides and currents	Do.	Do.
Do. 3rd	Mohalla harbour. Mozambique channel.	Africa, east	Collision with her anchor.—Tides and currents.	Do.	Do.
Do. 5th	Brooking street buoy, Rangoon river.	Burma coast	Do. with the S. S. *Orange*.—Defective engines.	Do.	Do.
Do. do.	Abreast of Quarantine station, Basra river.	Persian Gulf	Do. with the S. S. *Henzada*.—Tides and currents.	Ballast	Do.
Do. 6th	Mahalla anchorage, Mozambique channel.	Africa, east	Do. with another vessel.—Do.	None lost	Do.
Do. 12th	Between Bassein and Arnala	Bombay coast	Stranding.—Heavy weather	Partially lost and partly damaged.	Do.
Do. 22nd	At the Prince's dock, Bombay harbour.	Do. do.	Collision with the *Bandora*.—Accidental.	None lost	Do.
Do. do.	Do. do.	Do. do.	Do. with the *Clan Robertson*.—Do.	Do.	Do.
October 3rd	Mooneekhally point and Gabtollah bar.	Hughli river	Stranding.—Tides and currents	Do.	Do.
Do. 5th	Achipur Reach	Do. do.	Do. do.	Do.	Do.
Do. 10th	Off Jageshwar in the Nerbudda river.	Gulf of Cambay	Capsized.—Tides and currents	All lost	Do.
Do. 16th	On the Surat river bar	Do. do.	Loss of cargo.—Heavy weather	Partially lost and partly damaged.	Do.
Do. 19th	Near Madhupur	Kathiawar coast	Do. do.	Partly lost	Do.
Do. 24th	On the Honavar bar	Bombay coast	Stranding.—Heavy weather	Partly damaged.	Do.
Do. 25th	Ras Siffin	Persian Gulf	Do. do.	Partially lost and partly damaged.	Do.
Do. 28th	Achipur point	Hughli river	Do. Defective steering gear.	None lost	Do.
November 3rd	On the Brool sand	Do. do.	Do. Tides and currents	Do.	Do.
Do. 8th	Near Ghodabaree	Sind coast	Loss of cargo.—Heavy weather	Partially lost	Do.
Do. 10th	Victoria dock entrance, Bombay harbour.	Bombay do.	Collision with dock wall.—Accidental.	None lost	Do.
Do. do.	Between Sibpore and Outram ghat.	Hughli river	Do. with the *Jet*.—Error of the Serang of that vessel.	No cargo	Do.
Do. do.	Do. do.	Do. do.	Do. with the *Bass*.—Error of the Serang of the *Jet*.	Do.	Do.
Do. 15th	Off the coast of Piram	Gulf of Cambay	Stranding.—Error of the Tindal	Partially damaged.	Do.
Do. 18th	Off Samnighat, Nerbudda river	Do. do.	Do. —Tides and currents	Partially lost	Do.
Do. 22nd	Victoria dock, Bombay harbour	Bombay coast	Collision with the dock wall.—Error of the Chief Engineer.	None lost	Do.
Do. 28th	Off Barnagore mills	Hughli river	Fire.—Unknown	Partially lost	Do.
December 1st	On Diamond island and the Panmawaddi flats, Bassein river.	Burma coast	Stranding.—Error of the Pilot	None lost	Do.
Do. 3rd	Rangoon harbour	Do. do.	Fire.—Accidental	Do.	Do.

E.—CASUALTIES reported in Indian

No.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
98	Salamati	Native craft	14	Veraval	Bhérai
99	Sardari	British Indian	9	Achra	Bombay
100	Dhanprasad	Do. do.	31	Bhavnagar	Karanja and Surat
101	Hydrose Salamathy	Do. do.	57	Karanja	Cochin
102	Darya Bahadur	Do. do.	78	Do.	Do.
103	Africa	British screw steamer	1,302	Bombay	Lingah and Behrein

waters during the year 1905—*concluded.*

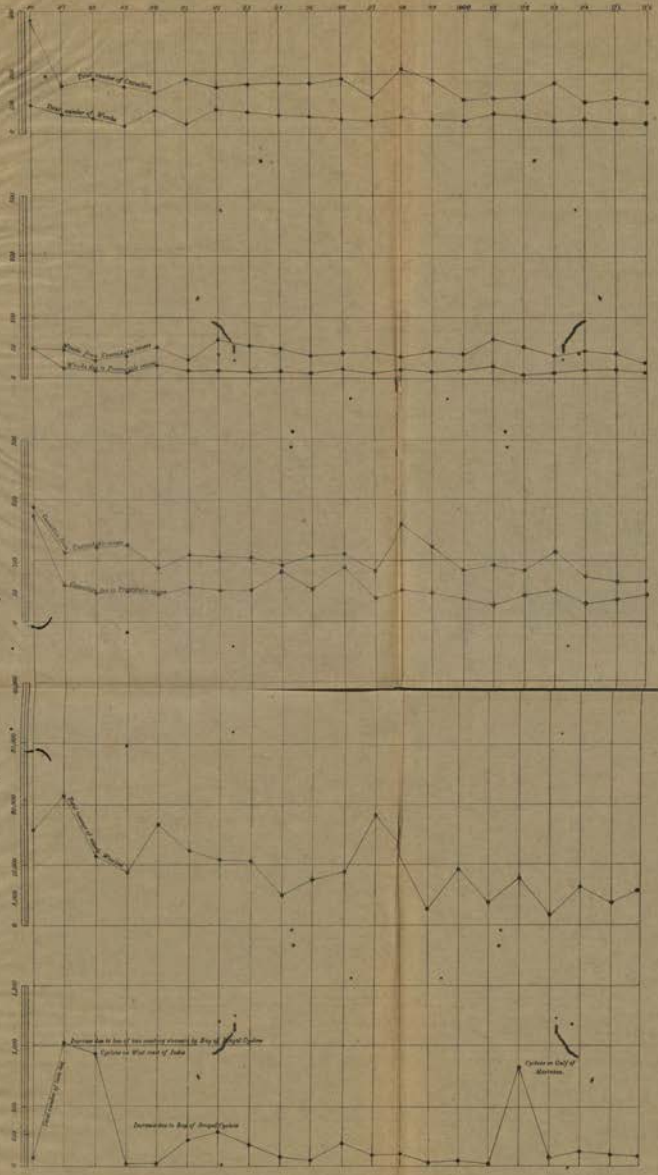
Date of casualty.	Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
December 19th.	Oma rock near Kadwar .	Kathiawar coast .	Stranding.—Heavy weather .	Partially lost and partly damaged.	None lost.
Do. 22nd.	At the entrance of the Achra creek.	Bombay do. .	Do. Tides and currents	All lost .	Do.
Do. do. .	On the bar of the Dahanu creek	Do. do. .	Do. do. .	Partially lost and partly damaged.	Do.
Do. 27th.	On the Cochin bar . .	Malabar do. .	Do. Error of the Tindal	Do. .	Do.
Do. do. .	Do. do. . .	Do. do. .	Do. do. .	Do. .	Do.
Do. 30th.	Khasseifa spit, Behrein harbour.	Persian gulf .	Do. Error of the Pilot .	None lost .	Do.

G. I. C. P. O.—No. 2 P. O. Cal.—15-9-06.—350²—J. T. N.

ARABIA
HINDOSTAN
ARABIAN SEA
BAY OF BENGAL
WRECK CHART
OF THE
INDIAN OCEAN

DIAGRAM.

Shewing Comparative Numbers of Maritime Wrecks and Casualties, Total Tonnage, and the Number of Lives lost; reported to the Indian Wreck Department, Calcutta, from the year 1886 to 1905 inclusive.


Total number of Casualties
Total number of Wrecks
Total Tonnage of Vessels
Total No. of Persons on board
Total number of Lives lost
Total number of Persons saved
Total number of Lives lost
Cyclone on West coast of India
Cyclone on Bay of Bengal
Cyclone on Gulf of Manaar

GOVERNMENT OF INDIA.

COMMERCE AND INDUSTRY DEPARTMENT.

SEPARATE REVENUE.

COMMERCE AND TRADE—WRECKS AND CASUALTIES.

RETURN

OF

WRECKS AND CASUALTIES

IN

INDIAN WATERS

FOR THE YEAR 1906

TOGETHER WITH A CHART SHOWING THE POSITIONS IN WHICH THEY OCCURRED, AND A DIAGRAM SHOWING COMPARATIVE NUMBERS OF THE REPORTED MARITIME WRECKS AND CASUALTIES, THE TOTAL TONNAGE, AND THE NUMBER OF LIVES LOST, FOR THE PAST TWENTY-ONE YEARS.

PREPARED BY

ST. L. S. WARDEN, R.I.M.,

PORT OFFICER AND REGISTRAR OF WRECKS.

CALCUTTA:

OFFICE OF THE SUPERINTENDENT OF GOVERNMENT PRINTING, INDIA.

1907.

CALCUTTA:
GOVERNMENT OF INDIA CENTRAL PRINTING OFFICE,
5, HASTINGS STREET.

REVIEW.

THE Reports received in the Indian Wreck Department of Wrecks and Casualties that occurred in Indian Waters during the year 1906, suggest a comparison with the items of previous years tabulated in Statement (C) of the Return and show that while in 1885 the total tonnage lost amounted to 41,257 tons and the number of lives lost to 575, the totals of the year under review were 5,545 and 82 respectively, thus recording a marked diminution in both cases.

The largest number of lives lost is reported to have occurred by the foundering of a British Indian cargo boat plying in Cochin harbour. A heavy swell caught the vessel broadside as she was crossing the bar and she filled with water and sank. Of the 69 passengers and crew that were on board 51 were saved and 18 are missing.

The stranding and ultimate total wreck of the S. S. *Goa* belonging to the British Indian Steam Navigation Company, in the Kukri Mukri island, Soonderbuns, was the subject of an inquiry by a Marine Court. The Court recorded an opinion that the stranding of the *Goa* was due to an abnormally westerly set, and taking also into consideration that although there were 62 passengers and 94 crew on board, no lives were lost through the efforts of the Master. They therefore exonerated him from all blame in the matter. At the same time they suggested that for vessels navigating this route to and from Chittagong a light vessel should be placed on or near the southern edge of the shoal, approximately in Latitude 29° 18′ N., Longitude 90° 21′ E. at the delta of the Ganges.

The S. S. *Congella* grounded on a certain rock one mile off the African coast, and about 79 miles south of Durban. A Court of Inquiry held at Calcutta to investigate the circumstances were of opinion that this part of the South African coast was very indifferently surveyed, and considering the increasing importance of the traffic along this coast there should be a more accurate survey of it and that the matter should be brought to the notice of the Hydrographer to the Admiralty.

Altogether the number of reported wrecks were 52, and casualties 120, aggregating 172 during the year. The wrecks consisted of 2 Collisions, 10 Founderings, 33 Strandings, and 7 Miscellaneous cases. The casualties comprised 29 Collisions, 3 Founderings, 50 Strandings, and 38 Miscellaneous cases.

The "General Localities" in which these wrecks and casualties occurred are as follows:—Red Sea and Gulf of Aden 10, Africa south-east coast 2, Persian gulf 3, Arabian Sea 6, Sind coast 13, Kathiawar coast 15, Gulf of Cambay 13, Bombay coast 27, Malabar, Coromandel, and Madras coasts 15, Hughli river 33, Burma coast 22; the rest in smaller numbers occurred in other localities embraced in Indian waters.

The following analyses show: (A) the causes to which the reported maritime wrecks and casualties are attributed; (B) a comparative statement of the reported number of maritime wrecks and casualties recorded in the Indian Wreck Department from the years 1879 to 1906 inclusive, showing respectively, in the cases of British and Foreign vessels, British Indian vessels, and Native craft, whether the disasters are due to unavoidable or preventible causes; (C) a comparative statement showing the reported number of maritime wrecks and casualties in Indian waters, the total tonnage of vessels wrecked, and the number of lives lost during the years 1865 to 1906 inclusive; (D) a tabular statement of the wrecks; and (E) a tabular statement of the casualties reported to have occurred in Indian waters during the year, arranged according to dates.

A wreck chart of the Indian ocean, and a diagram showing the reported number of maritime wrecks and casualties in Indian waters, the total tonnage of vessels wrecked, and the number of lives lost during the years 1886 to 1906 inclusive, are also appended to this Return.

ST. L. S. WARDEN, COMDR., R.I.M.,
Port Officer and Registrar of Wrecks.

PORT OFFICE;
Calcutta, 31st March 1907.

A.—Causes to which the reported maritime disasters are attributed:—

	Collisions.			Foundrings.			Strandings.			Other causes.		
	No.	Tonnage.	Lives lost.	No.	Tonnage.	Lives lost.	No.	Tonnage.	Lives lost.	No.	Tonnage.	Lives lost.
WRECKS.												
British vessels.												
Steam	...	...	...	...	...	2	2	3,147	...	...	...	...
Sailing	...	...	...	1	82	14	...	...	...	...	...	...
British Indian vessels.												
Steam	...	...	...	...	...	...	...	...	...	...	...	...
Sailing	2	75	...	5	147	18	19	(a)1,035	15	6	468	...
Native craft of all nationalities.												
Steam	...	...	...	...	...	...	...	...	...	...	...	...
Sailing	...	...	...	4	146	6	12	(b)445	3	1	(b)...	...
Vessels of Foreign nationality.												
Steam	...	...	...	...	...	...	...	...	...	...	...	...
Sailing	...	...	...	...	...	...	...	...	...	...	...	...
Total	2	75	...	10	375	40	33	4,627	18	7	468	...
CASUALTIES.												
British Vessels.												
Steam	28	(c) 47,842	...	...	...	...	28	56,322	...	19	46,511	2
Sailing	...	...	...	...	...	...	1	1,768	...	...	...	...
British Indian vessels.												
Steam	...	...	...	...	...	...	...	...	...	...	...	...
Sailing	...	...	...	3	342	1	11	788	...	6	294	20
Native craft of all nationalities.												
Steam	...	...	...	...	...	...	...	...	...	...	...	...
Sailing	...	...	...	...	...	...	9	505	...	12	604	1
Vessels of Foreign nationality.												
Steam	1	1,164	...	...	...	...	1	2,353	...	1	3,944	...
Sailing	...	...	...	...	...	...	...	...	...	...	...	...
Total	29	49,006	...	3	342	1	50	61,736	...	38	51,353	23
GRAND TOTAL	31	49,581	...	13	717	41	83	66,363	18	45	51,821	23

(a) Not including the tonnage of 1 British Indian vessel not given.
(b) Do. do. 4 Native craft do.
(c) Do. do. 1 British vessel do.

B.—Comparative Statement of the reported number of maritime wrecks and casualties recorded in the Indian Wreck Department from the year 1879 to 1906 inclusive, showing respectively British and Foreign vessels, British Indian vessels and Native craft.

Year.	WRECKS.						Total.	CASUALTIES.						Total.
	British and Foreign vessels.		British Indian vessels.		Native craft.			British and Foreign vessels.		British Indian vessels.		Native Craft.		
	Unavoidable.	Preventible.	Unavoidable.	Preventible.	Unavoidable.	Preventible.		Unavoidable.	Preventible.	Unavoidable.	Preventible.	Unavoidable.	Preventible.	
1879	11	11	176	18	68	5	289	76	35	58	10	11	2	192
1880	2	11	15	12	7	3	50	90	47	9	5	4	1	156
1881	6	9	28	9	8	3	63	97	49	29	14	5	2	196
1882	9	18	39	6	13	5	90	119	98	45	33	8	...	303
1883	5	10	22	10	12	6	68	148	88	57	29	9	5	336
1884	6	7	26	22	11	7	79	153	83	50	34	14	5	339
1885	12	24	19	14	12	6	87	155	135	25	29	10	4	358
1886	4	10	30	24	11	12	91	129	130	37	31	16	8	351
1887	9	9	21	5	19	5	68	151	43	41	7	14	4	260
1888	3	8	8	7	16	6	48	72	33	39	11	35	...	190
1889	5	3	22	2	10	1	43	80	40	36	7	10	1	174
1890	10	11	28	14	9	1	73	65	41	23	7	5	...	141
1891	7	5	10	2	6	3	39	67	71	45	4	3	2	192
1892	3	3	30	5	31	...	72	36	48	42	3	29	...	158
1893	6	4	36	6	9	...	61	46	54	48	4	9	1	162
1894	2	2	39	5	5	2	55	31	64	55	15	11	3	179
1895	4	3	28	9	5	...	49	48	36	55	17	6	1	163
1896	3	3	23	9	16	...	54	38	64	42	20	22	3	189
1897	4	6	34	4	9	...	57	33	27	43	8	9	...	120
1898	3	6	19	8	10	...	46	85	44	56	5	20	1	211
1899	1	3	39	4	6	1	54	84	37	22	3	17	1	164
1900	2	3	24	6	14	1	50	46	29	33	2	9	...	119
1901	1	3	46	6	12	1	69	44	15	35	6	19	1	120
1902	6	1	33	2	11	...	53	29	34	25	9	29	4	130
1903	...	...	27	5	10	1	43	16	41	84	7	13	2	163
1904	2	2	27	6	13	3	53	42	26	24	8	10	1	111
1905	3	6	29	3	2	1	44	28	23	25	7	20	...	103
1906	2	1	23	9	15	2	52	31	48	16	4	21	...	120

C.—Comparative Statement showing the reported number of maritime wrecks and casualties in Indian waters, the total tonnage of vessels wrecked and the number of lives lost, during the years 1865 to 1906, inclusive.

Year.	Number of wrecks and casualties.	Total tonnage lost.	Lives lost.	Year.	Number of wrecks and casualties.	Total tonnage lost.	Lives lost.
1865	28	14,443	5	1886	442	15,402	105
1866	32	15,517	35	1887	228	(g)20,022	1,016
1867	37	17,417	49	1888	238	(h)11,739	917
1868	20	12,558	19	1889	217	9,629	35
1869	55	25,088	279	1890	214	16,973	22
1870	44	14,809	51	1891	231	12,068	240
1871	47	18,804	118	1892	230	10,410	272
1872	106	(a)34,238	143	1893	223	12,428	170
1873	42	12,110	3	1894	234	5,180	81
1874	69	16,656	85	1895	212	7,982	63
1875	62	11,193	65	1896	241	8,147	168
1876	110	(b)23,806	95	1897	177	18,141	96
1877	163	(c)26,847	142	1898	257	11,979	75
1878	228	(d)35,873	131	1899	218	2,728	22
1879	481	(e)32,541	357	1900	169	9,140	34
1880	206	15,662	120	1901	189	4,980	22
1881	259	(f)17,814	186	1902	183	(i)6,949	831
1882	393	29,272	155	1903	206	(j)11,823	50
1883	401	21,760	62	1904	164	(k)6,095	73
1884	418	17,109	75	1905	147	(l)3,470	86
1885	446	41,257	575	1906	172	(m)5,545	82

From the foregoing it will be seen that during the past 42 years, *viz.*, from 1865 to 1906 inclusive, the annual average of the reported wrecks and casualties in Indian waters has been 197; the average total tonnage of vessels wrecked was 15,864; and the average number of lives lost was 170.

Note.—(*a*) Exclusive of four vessels supposed to have been lost.
(*b*) Does not include the 400 pilgrims lost in the *Hydree* and 1,428 in the *Jarad*, both wrecked in the Red Sea; nor the Masters and crew of both these vessels.
(*c*) Not including the Masters and crew of the *Ariadne* and *Coda Bux*, supposed to have foundered.
(*d*) Not including the Master and crew of the *Lady Rawlinson* supposed to have foundered, and also of the *Fattai Karim*, *Fattay Rassak*, *Lady Amherst* and *William Stevenson*, was not reported and is therefore not included. The tonnage of the *Queenstown*, *City of Palaces*, *Fattai Karim*, *Fattay Rassak*, *Lady Amherst* and *William Stevenson*,
(*e*) The number lost on the *Essex* was not reported.
(*f*) Does not include the missing ship *Nebo*.
(*g*) Does not include the number of lives supposed to be lost in the *Lamport*.
(*h*) Not including the tonnage of one British Indian and two Native craft not given.
(*i*) Not including the tonnage of one British steam launch, three British Indian vessels and one Native craft not given.
(*j*) Exclusive of the tonnage of three British Indian vessels not given.
(*k*) Not including the tonnage of one British flat, and two Native craft not given.
(*l*) Not including the tonnage of three British and two British Indian vessels not given.
(*m*) Not including the tonnage of one British Indian vessel and four Native craft not given.

TABULAR STATEMENT OF THE WRECKS

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

D.—WRECKS reported in Indian

No.	NAME OF VESSEL.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
1	CADRIO	British Indian	31	Ketibandar	Karachi
2	RUPAREL	Native craft	35	Bhavnagar	Bombay
3	VERISAL	Do. do.	Not given	Mundra	Ketibandar
4	DAWLATI	Do. do.	Do.	Jamnagar	Karachi
5	SAKARPARO	Do. do.	Do.	Mandvi	Do.
6	KALIAN PASSA	Do. do.	Do.	Broach	Do.
7	MAHADEV PASSA	Do. do.	56	Calicut	Porbandar
8	VAIZAN PRASAD	Do. do.	16	Malpe	Mangalore
9	KALIAN PASSA	British Indian	Not given	Gwadar	Salaya
10	CARGO BOAT, No. 72	Native craft	28	Calcutta	Balasore
11	PARVATI PRASAD	British Indian	18	Jafarabad	Bombay
12	KALYAN PASSA	Do. do.	144	Balasore	Cochin
13	KALLIAN PASSA	Do. do.	123	Bombay	Mangalore
14	FERONIA	British screw steamer	1,930	Moulmein	Port Said
15	HARIPASSA	British Indian	145	Calcutta	Calicut
16	HARSANAGAR	Do. do.	126	Do.	Do.
17	HOE SOON	Do. do.	80	Moulmein	Rangoon
18	VESHWANTY	Do. do.	8	Honawar	Kundapore
19	LAXMI	Do. do.	40	Mangalore	Bombay
20	PITAMBER PRASAD	Do. do.	58	Bhavnagar	Do.
21	DHANPRASAD	Native craft	23	Bulsar	Diu
22	CARGO BOAT, No. 7	British Indian	41	Plying at	False Point
23	MAHADEV PRASAD	Native craft	16	Porbandar	Bombay
24	MOHIDIN BUX	British Indian	30	Adirampatnam	Kaits
25	BHAWANIPRASAD	Do. do.	35	Goa	Bombay and port Victor Albert
26	SAKARIO	Native craft	41	Zanzibar	Mandvi
27	CARGO BOAT, No. 35	British Indian	34	Plying at	False Point
28	SUNBEAM	British composite schooner.	82	Cruising at the Pilot station at the entrance to Bombay harbour.	
29	SALAMATHY	British Indian	23	Calicut	Dabhol
30	HAIDRE	Do. do.	40	Porbandar	Mangalore

waters during the year 1906.

Date of wreck.	Position of wreck and name of shoal, etc.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
January 14th	Off the Tursian mouth of the Indus river.	Sind coast	Stranding.—Heavy weather	Partially lost and partially damaged.	None lost.
Do. 29th	At the mouth of the Saker Kadi.	Gulf of Cambay	Foundering.—Collision with her anchor.	Do.	Do.
February 21st	Off the Khobar mouth of the river Indus.	Sind coast	Stranding.—Heavy weather	All lost	Do.
Do. do.	Do. do.	Do. do.	Do. do.	Do.	Do.
Do. do.	Do. do.	Do. do.	Do. do.	Do.	2 lives lost.
Do. do.	Off the Mull mouth of the river Indus.	Do. do.	Capsized. do.	Do.	None lost.
Do. do.	At the entrance of Navibandar harbour.	Kathiawar coast	Stranding. do.	Do.	Do.
Do. do.	On the bar of Mangalore harbour.	Malabar coast	Do. Error of the Tindal	Partially lost	Do.
Do. do.	Off the Hajamra mouth of the river Indus.	Sind do.	Do. Heavy weather	All lost	Do.
Do. 22nd	Between Calcutta and Balasore.	Bay of Bengal	Foundering. do.	Do.	6 lives lost.
Do. do.	Off Chikhla, a subport of Ghoghwad.	Bombay coast	Stranding. do.	Do.	10 lives lost
Do. do.	Off False Point	Bay of Bengal	Sprung a leak. do.	Do.	None lost.
March 7th	On the southern sandspit of the Mangalore harbour.	Malabar coast	Capsized.—Error of the Tindal	No cargo	Do.
Do. 14th	In the Salween river below Moulmein.	Burma do.	Stranding.—Error of the Pilot	All lost	Do.
April 14th	On the bar at the entrance to the harbour of Porto Novo.	Coromandel do.	Do. Error of the Tindal	None lost	Do.
Do. do.	Do. do	Do. do.	Do. do.	Do.	Do.
Do. 23rd	In Latitude 16° 10′ N. Longitude 97° 9′ E.	Bay of Bengal	Sprung a leak.—Tides and currents.	Partially lost	Do.
Do. 24th	Near the Kundapore Bar	Malabar coast	Fire.—Carelessness of the Cook	All lost	Do.
May 2nd	On the southern sandspit at the entrance to Mangalore harbour.	Do. do.	Stranding.—Defective steering gear.	Do.	Do.
Do. 4th	Forty-five miles west of Mahuva.	Gulf of Cambay	Do. Heavy weather	Do.	Do.
May 7th	Near the mouth of the Aurunga river.	Bombay coast	Stranding.— do.	Partially lost	Do.
Do. 8th	At the False Point anchorage north-north-east of Fairway buoy.	Orissa do.	Collision with a steamer.—Heavy weather.	Partially lost and partly damaged.	Do.
Do. 11th	Near the village of Ratia	Kathiawar coast	Foundering.—Tides and currents	All lost	Do.
Do. 22nd	Palk's strait	Ceylon do.	Do. do.	Do.	Do.
Do. 23rd	Near Mahuva	Gulf of Cambay	Stranding. do.	No cargo	Do.
June 9th	At Madanpur on the way to Mandvi.	Sind coast	Do. Heavy weather	Partially lost and partly damaged.	Do.
Do. do.	False Point anchorage	Orissa do.	Collision with a steamer.—Heavy weather.	All lost	Do.
July 23rd	One mile inside the Outer light vessel, Bombay harbour	Bombay do.	Foundering.—Tides and currents.	No cargo	14 lives lost
August 25th	About one mile south of the Kallai bar.	Malabar do.	Do. do.	Partially lost and partly damaged.	None lost.
Do. 26th	On a rock in the Ratnagiri district.	Bombay do.	Do. do.	All lost	Do.

D.—WRECKS reported in Indian

No.	NAME OF VESSEL.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
31	GOA	British screw steamer	1,217	Calcutta	Chittagong
32	HARIPRASAD	British Indian	44	Malwan	Calicut and Bombay
33	RANCHOD PRASAD	Do. do.	47	Dwarka	Bombay
34	CARGO BOAT, No. 71	Do. do.	17	Plying within port limits.	
35	HARIPRASAD	Native craft	192	Karachi	Cochin and Calicut
36	FATTE MUBARAK	British Indian	49	Porbandar	Bombay
37	TRICOMPRASAD	Do. do.	124	Bombay	Nicobar islands
38	FATTE RAHIMAN	Do. do.	34	Porbandar	Bombay
39	LAKHMIPRASAD	Native craft	8	Bhavnagar	Batha
40	FATEH KHAIR	British Indian	19	Ketibandar	Karachi
41	FATEHSHAI	Do. do.	22	Do.	Do.
42	LAKHISAR	Do. do.	33	Do.	Do.
43	CURIMSHAI	Do. do.	38	Do.	Do.
44	RANGILO	Native craft	37	Porbandar	Bombay
45	SALAMAT PASSA	British Indian	86	Keti	Cochin
46	ALIMADAT	Do. do.	72	Madagascar	Cutch Mandvi
47	KHATOW PASSA	Native craft	67	Calicut	Karachi
48	DASTIGIRI	British Indian	45	Ghoga	Bombay
49	YESHWANTI	Do. do.	8	Chindra	To sea for fishing purposes
50	RANCHOD PASSA	Do. do.	105	Karachi	Lingah and Busra
51	VIJAEIPRASAD	Do. do.	37	Broach	Uran
52	MAHADEVPRASAD	Native craft	41	Goa	Karanja and Manapad

waters during the year 1906—*concluded.*

Date of wreck.	Position of wreck and name of shoal, etc.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
August 27th	On the Kukri Mukri island	Sunderbuns	Stranding.—Tides and currents.	All lost.	2 lives lost.
Do. do.	On the rocks at Quilandy	Malabar coast	Do. do.	Partially lost and partly damaged.	None lost.
Do. do.	On the rocks off Wadhwan	Bombay do.	Do. Heavy weather	Partially lost	3 lives lost.
Do. do.	At the entrance to Cochin harbour.	Malabar do.	Foundering.—Tides and currents.	None lost	18 lives lost.
Do. do.	Two miles off the bar of the Aurunga creek.	Bombay do.	Stranding.—Heavy weather	Partially lost and partly damaged.	1 life lost.
Do. do.	On the rocks about a mile from Nandgaon in Satpati.	Do. do.	Do. do.	All lost	None lost.
Do. do.	Opposite the old Custom House at Calicut.	Malabar do.	Do. do.	Partially lost and partly damaged.	Do.
Do. do.	On a shoal at Navapur bandar	Bombay do.	Do. do.	Do.	Do.
Do. 30th	At Gand har Batha	Gulf of Cambay	Do. do.	No cargo	Do.
September 4th	Off the Hajamrao mouth of the river Indus.	Sind coast	Do. do.	All lost	1 life lost.
Do. do.	Do. do.	Do. do.	Do. do.	Do.	1 life lost.
Do. do.	Do. do.	Do. do.	Do. do.	Partially lost and partly damaged.	None lost.
Do. do.	Do. do.	Do. do.	Do. do.	Do.	Do.
Do. 21st	North-west corner of the Umbergaon creek.	Bombay coast	Do. do.	Do.	Do.
Do. 27th	On the Ochilo channel, Indus river.	Sind do.	Do. Error of the Native Pilot.	All lost	Do.
Do. 29th	On a sandy beach near Ras Madraka.	Arabian sea	Do. Tides and currents	Do. (Plundered by Arabs.)	Do.
October 16th	About twenty-five miles off Mount Dilly.	Malabar coast	Foundering.—Heavy weather	All lost	Do.
Do. 24th	Midway between Dahanu and Gholwad.	Bombay do.	Stranding.—Error of the Tindal	Do.	Do.
Do. do.	Ten miles from the port of Chandra.	Do. do.	Capsized.—Heavy weather	Do.	Do.
November 3rd	Bushire harbour	Persian gulf	Sprung a leak.—Unknown	Partially lost and partly damaged.	Do.
December 22nd	At sea 6 miles from Dahanu	Bombay coast	Foundering.—Tides and currents	All lost	Do.
Do. 24th	Off Cuddalore	Coromandel do.	Stranding. do.	Do.	Do.

TABULAR STATEMENT OF THE CASUALTIES

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

LIBRARY
OF THE
BOMBAY
BRANCH
OF THE
ROYAL ASIATIC SOCIETY

E.—CASUALTIES reported in Indian

No.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
1	Waroonga	British screw steamer	2,210	Bombay	Kuweit and Bahrein
2	Zillah	Do. do.	2,412	Cardiff	Bombay
3	Hiraprasad	Native craft	23	Surat	Porbandar
4	Khalif	British screw steamer	2,219	Hong Kong	Boulogne
5	Mandalay	British Inland steamer.	223	Calcutta	Fenchugunge
6	Pathan	Do. do.	259	Cachar	Calcutta
7	Ruparel	British Indian	12	Umarsadi	Bombay
8	Ramprasad	Native craft	26	Surat	Porbandar
9	Sui Sang	British screw steamer	1,776	Calcutta	Hong Kong
10	Sadahtul Bari	British Indian	272	.....	At Rangoon
11	Hindu	British screw steamer	214	Rangoon	Tavoy
12	Morbi	Native craft	122	Bombay	Navlakhi
13	Burma	British screw steamer	2,316	Calcutta	Rangoon
14	Fateh Karim	British Indian	60	Karachi	Broach
15	Kola	British screw steamer	510	Basra	Bombay
16	Begonia	British fore and aft steamer.	2,346	Karachi	Do.
17	Sebastiao	British Indian	5	Honavar	Shirali
18	Jamnaprasad	Native craft	27	Bhavnagar	Porbandar
19	Juvar Passa	Do. do.	96	Keti	Cochin
20	Ujina	British screw steamer	3,426	Calcutta	Karachi and Rangoon
21	Nizam	Do. do.	2,041	Do.	Bombay *vid* coast ports
22	Lakhmiprasad	Native craft	43	Daman	Karwar and Porbandar
23	Khatau Prasad	Do. do.	100	Karachi	Porbandar
24	Bulimba	British screw steamer	1,607	Bombay	Aden and Jiddah
25	Lismore	British fore and aft steamer.	2,277	Hull	Calcutta and Bombay
26	Venetia	Do. do.	2,333	Cardiff	Calcutta and Hong Kong
27	Fate Kher	Native craft.	47	Bombay	Porbandar
28	Rampassa	Do. do.	57	Do.	Do.
29	Cargo Boat, No. 89	Do. do.	77	Calcutta	Balasore
30	Mahadev Passa	Do. do.	45	Beypore	Porbandar
31	Ruparel	Do. do.	57	Calicut	Cutch-Mandvi
32	Nevasa	British screw steamer	1,945	Calcutta	Bombay *vid* coast ports
33	Maria Immaculata	Austrian screw steamer.	2,353	Barry	Colombo and Moulmein

waters during the year 1906.

Date of casualty.	Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
January 1st	South Rennie shoal, 40 miles north of Bahrein.	Persian gulf	Stranding.—Tides and currents	None lost	None lost.
Do. do.	Poonjalee point	Hughli river	Do. do.	Do.	Do.
Do. 3rd	At sea near Veraval	Kathiawar coast	Loss of cargo.—Heavy weather	Partially lost	Do.
Do. 5th	No. 2 Kidderpore docks	Hughli river	Fire.—Unknown	Partially damaged.	Do.
Do. 8th	Near the red light buoy, on the Howrah side of the river.	Do. do.	Collision with steamer *Pathan*.—Error of the Serang of that vessel.	None lost	Do.
Do. do.	Do. do.	Do. do.	Do. with the steamer *Mandalay*.—Error of the Serang of the *Pathan*.	Do.	Do.
Do. 12th	On the rocks one mile off Wadhwan.	Bombay coast	Stranding.—Heavy weather	All lost	Do.
Do. 13th	On the bar of the Surat river	Do. do.	Loss of cargo.—Heavy weather	Partially lost	Do.
Do. 14th	On Sankral sand	Hughli river	Stranding.—Unavoidable	None lost	Do.
Do. 15th	Lat. 10° 15′ N. Long. 83° 17′ E.	Indian ocean	Foundering.—Old and rotten	Do.	Do.
Do. 17th	At sea outside Rangoon river in Lat. 16° 18′ N. Long. 96° 20′ E.	Burma coast	Collision with the Burmese schooner *Kemhupsing*.	Do.	Do.
Do. 19th	Between Mongrol and Veraval	Kathiawar do.	Sprung a leak.—Tides and currents.	Partially damaged.	Do.
Do. 23rd	On the Nurpur sands	Hughli river	Stranding.—Tides and currents	None lost	Do.
Do. do.	On the Samini ghat, Nerbudda river.	Bombay coast	Foundering.—Heavy weather	Partially lost and partly damaged.	Do.
Do. 27th	On the Araonra reef, 4½ miles from the Samiani light house.	Gulf of Cutch	Stranding.—Tides and currents.	None lost	Do.
Do. 28th	Entrance to Prince's dock, Bombay harbour.	Bombay coast	Collision with the dock wall.—Error of the Engineer.	Do.	Do.
February 4th	On the Shirali bar	Do. do.	Stranding.—Heavy weather	Partially lost	Do.
Do. 12th	At Mongrol	Kathiawar coast	Loss of cargo.— do.	Do.	Do.
Do. 13th	On the Godabari mouth of the Indus river.	Sind do.	Stranding.—Tides and currents	Do.	Do.
Do. do.	Off Brooking street wharf	Burma do.	Collision with a sampan.—Accidental.	None lost	Do.
Do. 14th	At Garden Reach	Hughli river	Stranding.—Tides and currents.	Do.	Do.
Do. 18th	At Madhanpur	Kathiawar coast	Loss of cargo.—Heavy weather.	Partially lost.	Do.
Do. do.	Between Dwarka and Porbandar	Do. do.	Do. do.	Do.	Do.
Do. do.	Jiddah harbour	Red Sea	Stranding.—Accidental	None lost	Do.
Do. 20th	At the Nynan junction	Hughli river	Collision with the *Venetia*.—Error of the Master and Chief Officer of that vessel.	Partially damaged.	Do.
Do. do.	Do. do.	Do. do.	Do. with the *Lismore*. Error of the Master and Chief Officer of the *Venetia*.	None lost	Do.
Do. 21st	Opposite the temple of Somnath near Porbander.	Kathiawar coast	Stranding.—Heavy weather	Partially lost and partly damaged.	Do.
Do. do.	Do. do.	Do. do.	Do. do.	Do.	Do.
Do. 22nd	At the mouth of the Panchpara river, Balasore.	Orissa do.	Do. do.	Do.	Do.
Do. do.	On the Surat river bar.	Gulf of Cambay	Loss of cargo.—Heavy weather	Partially lost.	Do.
Do. do.	Near Dwarka at the entrance to Porbandar creek.	Kathiawar coast	Stranding.— do.	Do.	Do.
Do. 23rd	Ring Mill jetty, Poonjalee	Hughli river	Loss of anchor and chain.—Tides and currents.	None lost	Do.
Do. 26th	On the bar of the Moulmein river.	Burma coast	Stranding.—Error of the Pilot	Ballast	Do.

E.—CASUALTIES roported in Indian

No.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
34	PRINCE GEORGE	British iron barque	1,768	Hull	Rangoon
35	FATEH KHAIR	British Indian	10	Panjganga	Karachi
36	TRAFALGAR	British screw steamer	2,920	London	Port Said and Karachi
37	BARBARIGO	Do. do.	2,821	Colombo	Calcutta and Venice
38	CONGELLA	Do. do.	1,022	London	Durban
39	NARANPRASAD	British Indian	16	Bombay	Kavi
40	FATEH KARIM	Native craft	70	Goa	Nawabandar and Cutch-Mandvi
41	OOLOBARIA	British screw steamer	3,437	Bombay	Colombo
42	MAROA	Do. do.	4,451	Rangoon	Colombo and Port Said
43	CARGO BOAT, No. 98	British Indian	13	At the Honavar wharf.	
44	BANGALA	British screw steamer	1,935	Calcutta	Rangoon
45	PURAN PRASAD	British Indian	35	Dantivra	Bombay
46	LUNKA	British screw steamer	943	Coconada	Calingapatam and Barwar
47	NORTHUMBRIA	Do. do.	2,756	Cape of Good Hope	Calcutta and Bombay
48	HATTI GANESH PRASAD	British Indian	31	Calicut	Dabhol and Bankot
49	KHODA BUX	Do. do.	19	Dantivra	Broach
50	BHAWANI SHANKAR	Do. do.	12	Mangalore	Kundapur and Kumta
51	RUPAREL	Native craft	22	Umbargaon	Porbandar
52	HANMANTI	British Indian	10	Belapur	Trombay
53	HORSLEY	British screw steamer	2,410	Grimsby	Port Said and Bombay
54	PIRAM PRASAD	British Indian	16	Dantivra	Bombay
55	KHODOUNG	British screw steamer	913	Rangoon	Calcutta
56	MOHAMMADI	Do. do.	1,252	Bombay	Hodeidah and Jiddah
57	VIENNA	Do. do.	2,653	Cardiff and Tyne	Calcutta and Madras
58	DHANPRASAD	British Indian	18	Bulsar	Broach
59	BHOR SHRAUGAR	Native craft	36	Karachi	Porbandar
60	AILSA CRAIG	British screw steamer	2,166	Calcutta	Aden
61	KORSA	Russian do.	3,944	Vladivostok	Colombo and Odessa
62	ARRACAN	British do.	2,517	Glasgow	Port Said and Rangoon
63	KATANGA	Do. do.	2,160	Colombo	Calcutta

waters during the year 1906—*contd.*

Date of casualty.	Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
February 27th	At Danedau, Rangoon river	Burma coast	Stranding.—Error of the Harbour Master.	None lost	None lost.
Do. 28th	At the Hajamro mouth of Indus river.	Sind coast	Capsized.—Heavy weather	Partially lost and partly damaged.	Do.
March 4th	At No. 2 Erskine wharf, Karachi harbour.	Do. do.	Fire.—Spontaneous combustion	Partially lost	Do.
Do. do.	No. 14 Kidderpore dock berth	Hughli river	Do. do.	Do.	Do.
Do. 11th	Seventy miles south of Durban	Africa south-east coast.	Stranding.—Error of the Master	None lost	Do.
Do. do.	On a sandbank off the Hajira light house.	Gulf of Cambay	Do. Heavy weather	Partially lost and partly damaged.	Do.
Do. 13th	On a rock off Nawabandar	Kathiawar coast	Do. do.	Partially lost	Do.
Do. do.	Twelve miles west of Oyster rock.	Bombay do.	Damage to vessel.—Defective helm.	None lost	Do.
April 5th	On the Ras Seyen bank, Lat. 12° 27′ N., Long. 43° 21′ E.	Red Sea	Stranding.—Unknown	Partially lost.	Do.
Do. 6th	At the Honavar bar, 12 miles from the shore.	Bombay coast	Capsized.—Tides and currents	None lost	9 lives lost.
Do. 8th	At the Gabtola bar	Hughli river	Stranding.—Unknown	Do.	None lost.
Do. 10th	Near the Railway bridge, Vaitarna creek.	Bombay coast	Capsized.—Tides and currents	Partially lost and partly damaged.	Do
Do. 12th	At the Barwar anchorage	Coromandel coast	Stranding.—Uncharted danger	None lost	Do.
Do. do.	On the Kulpee roads	Hughli river	Do. —Error of the 1st Officer.	Do.	Do.
Do. do.	At the mouth of the Dabhol creek.	Bombay coast	Capsized.—Heavy weather	Partially lost and partly damaged.	Do.
Do. 15th	On the rocks in the Dantivra creek.	Do. do.	Stranding.—Error of the Tindal	All lost	Do.
Do. 18th	At the Kumta bar	Do. do.	Do. —Tides and currents	Partially lost and partly damaged.	Do.
Do. 25th	At sea near Diu	Kathiawar coast	Loss of cargo.—Heavy weather.	Partially lost.	Do.
Do. 26th	To the south-east of the Trombay bar.	Bombay do.	Foundering.— do.	All lost	1 life lost.
Do. 27th	On Ras Abu-deraj, western shore of the gulf of Suez, Lat. 29° 20′ 20″ N., Long. 32° 36′ 15″ E.	Red Sea	Stranding.—Tides and currents	None lost	None lost.
Do. 29th	On the rocks in the Vaitarna creek.	Bombay coast	Do.— Error of the Tindal	Partially lost and partly damaged.	Do.
May 2th	At Fulta point	Hughli river	Do.— Tides and currents	Partially lost	Do.
Do. 8th	On the Alkair-al-Yemaraya reef, Lat. 21° 05′ N., Long. 39° 02′ E.	Red Sea	Do. do.	None lost	Do.
Do. 9th	Atchipur Reach	Hughli river	Do. do.	Do.	Do.
Do. 12th	Off the Lohara light	Gulf of Cambay	Do. do.	Partially lost.	Do.
Do. 14th	At the Godabari mouth of the Indus river.	Sind coast	Loss of cargo.—Heavy weather	Do.	Do.
Do. 15th	Aden harbour	Gulf of Aden	Fire.—Spontaneous combustion	None lost	Do.
Do. 21st	Lat. 11° 44′ N., Long. 58° 41′ E.	Arabian Sea	Damage to engine.—Unknown	No cargo	Do.
Do. do.	Brooking street wharf, Rangoon river.	Burma coast	Collision with the wharf.—Error of the 2nd and 3rd Engineers.	None lost	Do.
Do. 22nd	Abreast of Hughli point	Hughli river	Do. with the *Kodoung*.—Error of the Pilot.	No cargo	Do.

E.—CASUALTIES reported in Indian

No.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
64	KHODOUNG	British screw steamer	913	Tyne	Calcutta and Rangoon
65	CLENATIS	Do. do.	2,329	Calcutta	Madras
66	ETHIOPIA	Do. do.	1,342	Rangoon	Calcutta
67	SHAHJEHAN	Do. do.	2,567	Cochin	Calcutta and Murmagao
68	LORD KELVIN	Do. do.	2,158	Calcutta	Colombo
69	BARBARA	Do. do.	2,444	Do.	Karachi
70	QUILOA	Do. do.	4,942	Do.	Aden
71	SATRUNJI	British Indian	548	Karachi	Cutch-Mandvi and Bombay
72	FALCON	British screw steamer	114	Aden	Bulhur and Zeila
73	H. D. MERMAID	Do. do.	388	At Aden	
74	CLAN GORDON	Do. do.	2,286	Glasgow	Colombo and Calcutta
75	KOHINUR	Do. do.	1,404	At Rangoon	
76	LAKHMIPASA	Native craft	59	Majunga (Africa)	Porbandar
77	ARRATOON APCAR	British screw steamer	2,931	Belfast	Calcutta and Penang
78	QUILLOA	Do. do.	4,942	Calcutta	Aden
79	WARU	British Indian	8	Bombay	Karanja
80	MATHERAN	British screw steamer	4,928	Liverpool	Calcutta and London
81	BEZWADA	Do. do.	3,270	Calcutta	Rangoon
82	SHAHJEHAN	Do. do.	1,403	Do.	Chittagong
83	TRIKAM PRASAD	Native craft	39	Jamnagar	Karachi
84	LORD KELVIN	British screw steamer	2,158	Calcutta	Colombo
85	UMTA	Do. do.	3,492	Bombay	Rangoon
86	ALCANA	Do. do.	2,312	Do.	Calcutta, Pinang, and Singapore
87	M. ALIMADAD	British Indian	46	Cutch Mandvi	Katif (Persian gulf)
88	SHEIKH BERKHUD	British screw steamer	158	Perim	Aden
89	KILBRIDE	Do. do.	2,385	Cardiff	Calcutta and Bombay
90	KOLA	Do. do.	510	Bombay	Bushire and Kuweit
91	LAKMIPRASAD	British Indian	197	Karachi	Gwadar
92	SALAMAT PRASAD	Native craft	62	Karachi	Porbandar
93	LOMBARD	British screw steamer	1,658	Liverpool	Calcutta Yokohama

waters during the year 1906—*contd.*

Date of casualty.	Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
May 22nd	Abreast of Hughli Point	Hughli river	Collision with the Katanga.—Error of the Pilot.	In ballast	None lost.
Do. do.	Madras harbour	Madras coast	Fire.—Spontaneous combustion	Partially lost and partly damaged.	Do.
Do. 24th	At the Lower Choki Lump buoy, Rangoon river.	Burma coast	Collision with the Lower Choki Lump buoy.—Error of the Pilot.	None lost	Do.
Do. do.	Between Diamond harbour and Saugor island.	Hughli river	Damage to Engine.—Unknown.	Do.	Do.
Do. 29th	Five miles below Budge Budge	Do. do.	Do. do.	Partially lost	Do.
Do. do.	On her way to Karachi	Arabian sea	Fire.—Spontaneous combustion.	Do.	Do.
June 8th	Garden Reach	Hughli river	Stranding.—Error of the Pilot	None lost	Do.
Do. 9th	At the entrance of Salaya harbour.	Gulf of Cutch	Do.— Error of the Tindal.	Do.	Do.
Do. 20th	On the Seagull shoal in Lat. 11° 25′ N., Long. 43° 37½′ E.	Gulf of Aden	Do.— The Seagull buoy having been lost.	Do.	Do.
Do. do.	Aden harbour	Do. do.	Collision with the *Elkantara*.—Accidental.	Do.	Do.
Do. 22nd	Madras harbour	Madras coast	Fire.—Unknown	Do.	Do.
Do. 28th	Rangoon river	Burma do.	Collision with a mooring buoy.—Error of the Harbour Master.	In ballast	Do.
Not known	Exact locality not known	Arabian sea	Damage to vessel and cargo.—Heavy weather.	Partially lost	Do.
July 3rd	Prinsep's ghat, Calcutta	Hughli river	Collision with the S. S. *Clavering*.—Error of the Harbour Master.	None lost	Do.
Do. 4th	Aden harbour	Gulf of Aden	Fire.—Spontaneous combustion.	Do.	Do.
Do. 20th	Off the Kansa rock at the mouth of the Karanja creek.	Bombay coast	Capsized.—Heavy weather	Do.	11 lives lost.
Do. 26th	Hughli Point	Hughli river	Stranding.—Defective steering gear.	Do.	None lost.
Do. 27th	Rangoon harbour	Burma coast	Collision with a cargo boat and Commissariat jetty.—Error of the Harbour Master.	Do.	Do.
Do. 28th	Eastern channel light vessel, Sandheads.	Hughli river	Collision with the Eastern channel light vessel *Hesperus*.—Error of the Master and 2nd Officer.	Do.	Do.
Not given	At Anul, between Porbander and Dwarka.	Kathiawar coast	Damage to vessel.—Heavy weather.	Do.	1 life lost.
July 31st	Hiraganj sand	Hughli river	Stranding.—Heavy weather	Do.	None lost.
August 4th	In Preparis south channel, Lat. 14° 23′ N., Long. 93° 25½′ E.	Burma coast	Damage to tail shaft.—Unknown.	In ballast	Do.
Do. 17th	Moyapore Reach	Hughli river	Stranding.—Tides and currents.	None lost	Do.
Do. 21st	On the south coast of Larok island.	Persian gulf	Do.— Heavy weather	Partially lost and partly damaged.	Do.
Do. do.	Off Ras Kau, Lat. 12° 36′ N., Long. 34° 11′ E.	Gulf of Aden	Do.— Error of the Master and Mate.	None lost	Do.
Do. 22nd	Jarmaker's Reach, opposite Munikhali point.	Hughli river	Do.— Tides and currents.	Do.	Do.
Do. 23rd	On the approach to Kuweit	Persian gulf	Do.— Heavy weather and uncharted shoal.	Do.	Do.
Do. 26th	Off Cape Monze	Arabian sea	Damage to vessel.—Heavy weather.	Do.	Do.
August 27th	On the Godabari mouth of the Indus river.	Sind coast	Loss of cargo.— do.	Partially lost	Do.
September 8th	At the Hastings moorings, Calcutta.	Hughli river	Collision with the *Ras Morao*.—Accidental.	None lost	Do.

E.—CASUALTIES reported in Indian

No.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
94	Ras Mora	British screw steamer	2,162	Barry	Calcutta
95	Bharata	Do. do.	1,957	Singapore and Penang.	Rangoon
96	Kyouktan	Do. do.	430	Employed on pilotage duty at the mouth of the Irrawaddy river.	
97	Palamcotta	Do. do.	2,208	Calcutta	Rangoon and Penang
98	Ava	Do. do.	265	At Rangoon.	
99	Pentakota	Do. do.	2,209	Calcutta	Penang and Singapore
100	Sultan Secunder	British Indian	45	Trimalavassal	Kaits
101	Kallian Passa	Native craft	45	Calicut	Ponani and Cochin
102	Chupra	British screw steamer.	3,954	Bombay	Antwerp
103	Pachumba	Do. do.	544	Rangoon	Mergui and Tavoy
104	Pekin	Do. do.	2,523	Bombay	Calcutta
105	Lonsdale	Do. do. (fore and aft).	2,043	Zanzibar	Mombassa and Bombay
106	Sanctoria	Do. do.	2,378	Sunderland	Calcutta and Bombay
107	Katoria	Do. do.	664	Chittagong	Calcutta
108	Jamnaprasad	British Indian	51	Broach	Bombay
109	Solfond	Norwegian screw steamer.	1,164	Rangoon	Penang
110	Tientsin	British fore and aft steamer.	2,555	Mauritius	Karachi and Bombay
111	Monsoori	British screw steamer.	1,735	Bombay	Jiddah
112	Fate Kher	Native craft	12	Chorwad	Veraval
113	Florican	British screw steamer.	2,382	Sunderland	Calcutta and Bombay
114	Newbridge	Do. do.	2,397	Calcutta	Bombay
115	Nikobar	Do. do.	2,226	Kobe	Colombo and Marseilles
116	Rahamani	Do. do.	1,873	Jiddah	Aden and Bombay
117	India	Do. do.	732	Lying in the port of Rangoon.	
118	Palitana	Do. do.	1,934	Calcutta	Rangoon
119	Guide	Do. do.	Not given	At the Pilot station.	
120	Sugarpasha	Native craft	44	Veraval	Godabari

waters during the year 1906—*concluded.*

Date of casualty.	Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
September 8th .	At the Hastings moorings, Calcutta.	Hughli river .	Collision with the S. S. *Lombard.*—Accidental.	No cargo .	None lost.
Do. 10th .	In the Rangoon river . .	Burma coast .	Do. with the Latter Street wharf.—Error of the Harbour Master.	None lost .	Do.
Do. 20th .	Six miles eastward of China Bakir.	Do. do. .	Do. with the *Palamcotta.*—Exhibiting wrong lights.	Do. .	Do.
Do. do. .	Do. do. .	Do. do. .	Do. with the Pilot brig *Kyauktan.*—Error of the Pilot of the *Palamcotta.*	Do. .	Do.
Do. 21st .	At Rama, on the Irrawaddy river	Do. do. .	Fire.—Accidental . . .	No cargo .	Do.
October 1st .	Off Phayre Street wharf, Rangoon river.	Do. do. .	Collision with a cargo boat.—Unavoidable.	None lost .	Do.
Do. 16th .	On the Trimulavassal bar .	Coromandel do. .	Stranding.—Accidental . . .	Partially lost	Do.
Do. 27th .	On the Ponani bar . . .	Malabar do. .	Do.— Heavy weather .	Do. .	Do.
Do. 30th .	In Lat. 17° 54′N., Long. 68° 28′E.	Arabian sea .	Fire.—Spontaneous combustion .	Do. .	2 lives lost.
Do. 31st	Near the Sheo Dagon Pagoda, Rangoon harbour.	Burma coast	Collision with a cargo boat.—Error of the Tindal.	None lost .	None lost.
November 4th .	At the Roypore Reach . .	Hughli river .	Stranding.—Defective steering gear.	Do. .	Do.
Do. 11th .	Opposite the Custom House, Mombassa harbour.	Africa east coast .	Do.— Error of the Master	Do. .	Do.
Do. 12th .	At Garden Reach . . .	Hughli river .	Do.— Error of the Pilot .	Do. .	Do.
Do. 14th .	Do. do. . . .	Do. do. .	Do.— Error of the Engineer.	Do. .	Do.
Do. 16th .	Near the Kakarwada ghat, Nerbudda river.	Gulf of Cambay .	Do.— Tides and currents	Partially lost and partly damaged.	Do.
Do. 17th .	Abreast of Spark's Street jetty, Rangoon river.	Burma coast .	Collision with a cargo boat.—Error of the Tindal.	None lost .	Do.
Do. 27th .	At the Victoria dock, Bombay harbour.	Bombay do. .	Do. with the Victoria dock wall.—Tides and currents.	Do. .	Do.
Do. 29th .	Bombay harbour . . .	Do. do. .	Damage to engine.—Unknown	Do. .	Do.
December 6th .	Between Mongrol and Veraval.	Kathiawar coast .	Stranding.—Heavy weather	Partially lost .	Do.
Do. do. .	Above the Upper Bellary bar .	Hughli river .	Collision with the *Newbridge.*—Error of the Pilot.	None lost .	Do.
Do. do. .	Do. do. . .	Do. do. .	Do. with the *Florican.*—Error of the Pilot.	Do. .	Do.
Do. 9th .	At Ras-Alooleh . . .	Gulf of Aden .	Fire.—Unknown . . .	Partially lost .	Do.
Do. 11th .	Prince's dock, Bombay harbour	Bombay coast .	Do. — Accidental . .	Do. .	Do.
Do. 13th .	Alongside Lamadaw jetty, Rangoon river.	Burma do. .	Do. do. . . .	Do. .	Do.
Do. 27th .	At the Rangoon Pilot station gulf of Martaban.	Do. do. .	Collision with the *Guide.*—Error of the Pilot of the *Palitana.*	None lost .	Do.
Do. do. .	Do. do. . .	Do. do. .	Do. with the *Palitana.*—Error of the Pilot of that vessel.	Do. .	Do.
Do. 30th .	Near Dari, 4 miles from Veraval.	Kathiawar do. .	Stranding.—Tides and currents	...	Do.

G. I. C. P. O.—No. 1 P. O., Cal.—5-8-07.—130.—A. D'C.

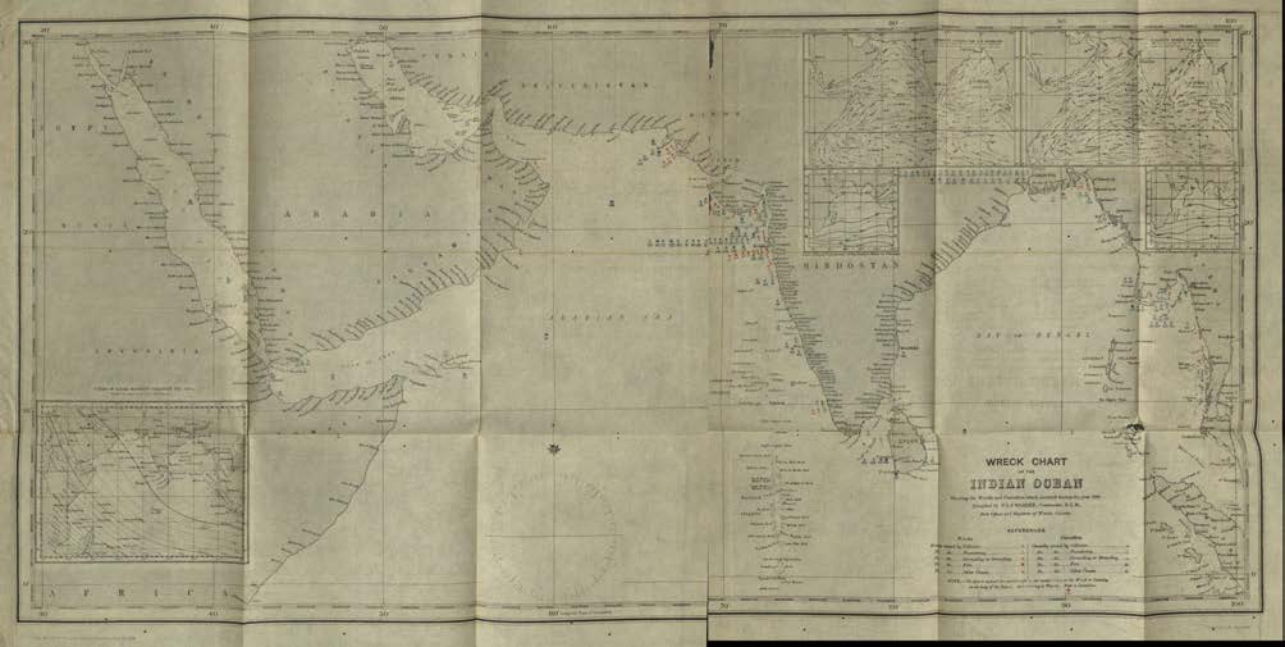
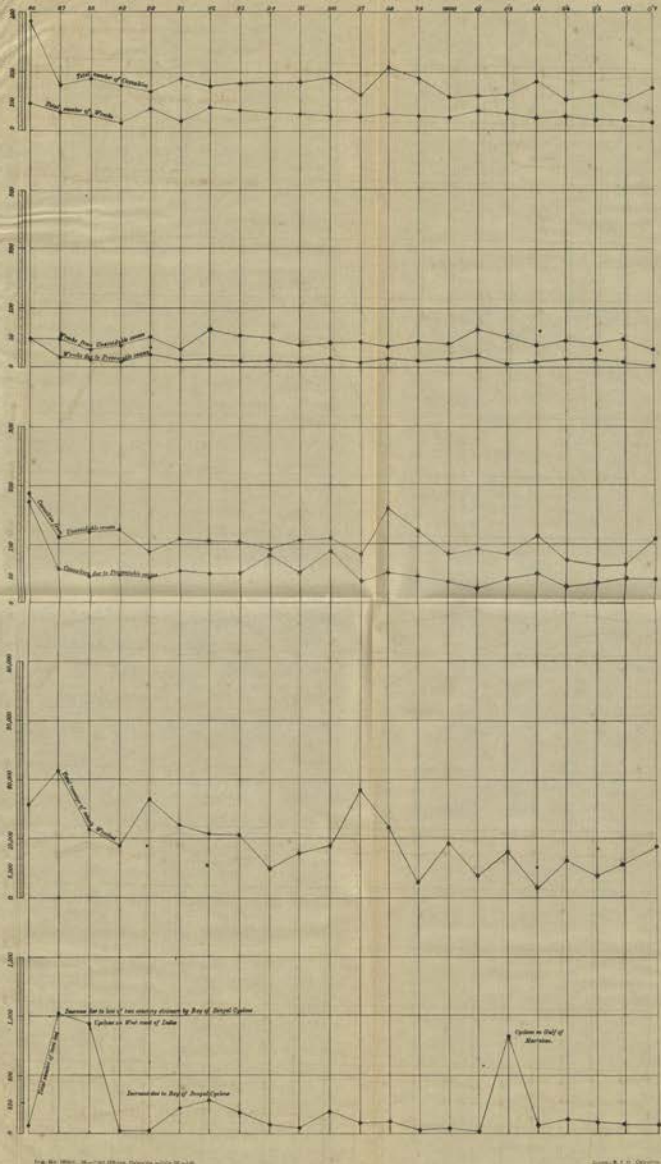

WRECK CHART
OF THE
INDIAN OCEAN
AFRICA
ARABIA
HINDOSTAN
ARABIAN SEA
BAY OF BENGAL

DIAGRAM.

Shewing Comparative Numbers of Maritime Wrecks and Casualties, Total Tonnage, and the Number of Lives lost; reported to the Indian Wreck Department, Calcutta, from the year 1886 to 1907 inclusive.


Total number of Casualties
Total number of Wrecks
Wrecks from Overnight causes
Wrecks due to Overnight causes
Casualties due to Overnight causes
Casualties due to Diagnostic causes
Total Tonnage of Vessels Wrecked
Total number of Lives lost
Immediate loss to Life of two steamers overcome by Bay of Bengal Cyclone
Cyclone on West coast of India
Immediate loss to Bay of Bengal Cyclone
Cyclone on Gulf of Martaban.

GOVERNMENT OF INDIA

COMMERCE AND INDUSTRY DEPARTMENT

SEPARATE REVENUE

COMMERCE AND TRADE—WRECKS AND CASUALTIES

RETURN

OF

WRECKS AND CASUALTIES

IN

INDIAN WATERS

FOR THE YEAR 1907

TOGETHER WITH A CHART SHOWING THE POSITIONS IN WHICH THEY OCCURRED, AND A DIAGRAM SHOWING COMPARATIVE NUMBERS OF THE REPORTED MARITIME WRECKS AND CASUALTIES, THE TOTAL TONNAGE, AND THE NUMBER OF LIVES LOST, FOR THE PAST TWENTY-TWO YEARS

PREPARED BY

ST. L. S. WARDEN, COMMANDER, R.I.M.

PORT OFFICER AND REGISTRAR OF WRECKS

CALCUTTA

SUPERINTENDENT GOVERNMENT PRINTING, INDIA

1908

REVIEW.

THE record of wrecks and casualties in Indian waters for 1907 compares very favourably with that of the previous year, and though the total number of wrecks and casualties has exceeded the previous year's record by 17, yet the number of lives lost is appreciably less, the total number being 70 in both cases; whilst it was 82 in the previous year. It will also be seen that in a total of 37 wrecks, 5 lives were lost; and in an aggregate of 152 casualties among which were British and Foreign vessels, British Indian vessels and Native craft, there were 65 lives lost. Moreover, there have not been any disasters of such a serious nature as to call for special notice except perhaps in the case of the SS. *Fortunatus* which grounded on the north coast of Flores Island (not in Indian waters) on the 5th April 1907 on her way from Bombay to Surabaya, but she sustained no damage. This ill-fated vessel was evidently destined to meet with a more serious accident, for it is reported that on her voyage from Calcutta to Melbourne *vid* Colombo in July following she caught fire when in the Indian Ocean Lat. 6°S Long. 90° E and was completely burnt. In the conflagration one life was lost but the origin of the fire is not known.

Another incident of some importance was the capsizing of a steam launch which occurred early in the year—The "*Barak*," belonging to the Assam-Bengal Railway Company left Calcutta for Brahmanbari with about 175 passengers, a crew of 11 men, and 810 maunds of rice, valued at Rs. 3,200. At 7 P.M. of the 12th March, as she was proceeding up the Tutas river, she encountered a heavy squall when about 8 miles from Akhaura. She was capsized, the cargo was either lost or damaged and 56 lives lost.

Of the 37 vessels wrecked there were 5 British and Foreign vessels, 22 British Indian vessels and 10 Native craft, and of the 152 casualties there were 93 British and Foreign vessels, 45 British Indian vessels and 14 Native craft.

The wrecks consisted of 4 collisions, 7 founderings, 20 strandings and 6 miscellaneous cases, and the casualties amounted to 51 collisions, 8 founderings, 62 strandings and 31 miscellaneous cases.

These wrecks and casualties, aggregating 189, are reported to have occurred in the following localities, *viz.*, Red Sea and Gulf of Aden 10, Persian Gulf 2, Arabian Sea 6, Sind coast 11, Kathiawar coast 8, Gulf of Cambay 8, Bombay coast 51, Malabar and Madras coast 10, Ceylon coast 9, Hughli river 35, Chittagong coast 6, and Burma coast 27; the rest in smaller numbers occurred in other localities embraced in Indian waters.

The following analyses show (A) the causes to which the reported maritime wrecks and casualties are attributed; (B) a comparative statement of the reported number of maritime wrecks and casualties recorded in the Indian Wreck Department from the years 1879 to 1907, inclusive, showing, respectively, in the cases of British and Foreign vessels, British Indian vessels and Native craft as to whether the disasters were due to unavoidable or preventable causes; (C) a comparative statement showing the reported number of maritime wrecks and casualties in Indian waters, the total tonnage of vessels wrecked and the number of lives lost, during the years 1865 to 1907, inclusive; (D) a tabular statement of the wrecks; (E) a tabular statement of the casualties, reported in Indian waters, during the year under review, arranged in the order in which they have occurred.

A wreck chart of the Indian Ocean, and a diagram, showing the reported number of maritime wrecks and casualties in Indian waters; the total tonnage of vessels wrecked, and the number of lives lost during the years 1886 to 1907, inclusive, are also appended to this return.

ST. L. S. WARDEN, COMDR., R.I.M.,
Port Officer and Registrar of Wrecks, Calcutta.

PORT OFFICE;
The 31st March 1908.

A.—Causes to which the reported maritime disasters are attributed.

	Collisions.			Founderings.			Strandings.			Other Causes.		
	No.	Tonnage.	Lives lost.	No.	Tonnage.	Lives lost.	No.	Tonnage.	Lives lost.	No.	Tonnage.	Lives lost.
WRECKS.												
British vessels.												
Steam	1	148	...	...	...	...	1	2,234	...	1	2,135	1
Sailing	...	...	...	...	...	...	1	909	...	...	...	...
British Indian vessels.												
Steam	...	...	...	...	...	...	...	...	...	...	...	...
Sailing	3	44	3	5	373	...	11	399 (a)	...	3	15 (a)	1
Native Craft of all Nationalities.												
Steam	...	...	...	...	...	...	...	...	...	...	...	...
Sailing	...	...	...	2	36	...	6	318 (b)	...	2	50 (b)	...
Vessels of Foreign Nationality.												
Steam	...	...	...	...	...	...	1	1,941	...	...	...	...
Sailing	...	...	...	...	...	...	...	...	...	...	...	...
Total	4	192	3	7	409	...	20	5,801	...	6	2,200	2
CASUALTIES.												
British vessels.												
Steam	36	71,425	...	...	...	...	27	55,341	...	10	25,661	56
Sailing	1	288	...	...	...	...	2	2,413	...	2	500 (c)	...
British Indian vessels.												
Steam	...	...	...	...	...	...	...	...	...	...	...	...
Sailing	9	428 (d)	4	4	121	...	24	638	1	8	81 (d)	3
Native Craft of all Nationalities.												
Steam	...	...	...	...	...	...	...	...	...	...	...	...
Sailing	...	...	...	4	350	...	6	403 (e)	1	4	1,183	...
Vessels of Foreign Nationalities.												
Steam	4	5,174	...	...	...	...	2	6,576	...	7	19,966	...
Sailing	1	957	...	...	...	...	1	1,829	...	...	...	...
Total	51	78,272	4	8	471	...	62	67,200	2	31	47,391	59
GRAND TOTAL	55	78,464	7	15	880	...	82	73,001	2	37	49,591	61

(a) Not including the tonnage of 2 British Indian vessels not given.
(b) Do. do. 2 Native craft do.
(c) Do. do. 1 British vessel do.
(d) Do. do. 4 do. Indian vessels do.
(e) Do. do. 1 Native craft do.

B.—Comparative Statement of the reported number of maritime wrecks and casualties recorded in the Indian Wreck Department from the year 1879 to 1907, inclusive, showing, respectively, British and Foreign vessels, British Indian vessels, and Native craft.

Year.	Wrecks.						Total.	Casualties.						Total.
	British and Foreign Vessels.		British Indian Vessels.		Native Craft.			British and Foreign Vessels.		British Indian Vessels.		Native Craft.		
	Unavoidable.	Preventable.	Unavoidable.	Preventable.	Unavoidable.	Preventable.		Unavoidable.	Preventable.	Unavoidable.	Preventable.	Unavoidable.	Preventable.	
1879	11	11	176	18	68	5	289	76	35	58	10	11	2	192
1880	2	11	15	12	7	3	50	90	47	9	5	4	1	156
1881	6	9	28	9	8	3	63	97	49	29	14	5	2	196
1882	9	18	39	6	13	5	90	119	98	45	33	8	...	303
1883	5	10	22	10	12	6	68	148	88	57	29	9	5	336
1884	6	7	26	22	11	7	79	153	83	50	34	14	5	339
1885	12	24	19	14	12	6	87	155	135	25	29	10	4	358
1886	4	10	30	24	11	12	91	129	130	37	31	16	8	351
1887	9	9	21	5	19	5	68	151	43	41	7	14	4	260
1888	3	8	8	7	16	6	48	72	33	39	11	35	...	190
1889	5	3	22	2	10	1	43	80	40	36	7	10	1	174
1890	10	11	28	14	9	1	73	65	41	23	7	5	...	141
1891	7	5	16	2	6	3	39	67	71	45	4	3	2	192
1892	3	3	30	5	31	...	72	36	48	42	3	29	...	158
1893	6	4	36	6	9	...	61	46	54	48	4	9	1	162
1894	2	2	39	5	5	2	55	31	64	55	15	11	3	179
1895	4	3	28	9	5	...	49	48	36	55	17	6	1	163
1896	3	3	23	9	16	...	54	38	64	42	20	22	3	189
1897	4	6	34	4	9	...	57	33	27	43	8	9	...	120
1898	3	6	19	8	10	...	46	85	44	56	5	20	1	211
1899	1	3	39	4	6	1	54	84	37	22	3	17	1	164
1900	2	3	24	6	14	1	50	46	29	33	2	9	...	119
1901	1	3	46	6	12	1	69	44	15	35	6	19	1	120
1902	6	1	33	2	11	...	53	29	34	25	9	29	4	130
1903	...	...	27	5	10	1	43	16	41	84	7	13	2	163
1904	2	2	27	6	13	3	53	42	26	24	8	10	1	111
1905	3	6	29	3	2	1	44	28	23	25	7	20	...	103
1906	2	1	23	9	15	2	52	31	48	16	4	21	...	120
1907	4	1	19	3	10	...	37	61	32	35	10	12	2	152

C.—Comparative Statement showing the reported number of maritime wrecks and casualties in Indian waters, the total tonnage of vessels wrecked and the number of lives lost during the years 1865 to 1907, inclusive.

Year.	Number of wrecks and casualties.	Total tonnage lost.	Lives lost.	Year.	Number of wrecks and casualties	Total tonnage lost.	Lives lost.
1865	28	14,443	5	1887	228	(*g*) 20,022	1,016
1866	32	15,517	35	1888	238	(*h*) 11,739	917
1867	37	17,417	49	1889	217	9,629	35
1868	20	12,358	19	1890	214	16,973	22
1869	55	25,688	279	1891	231	12,068	240
1870	44	14,809	51	1892	230	10,410	272
1871	47	18,804	118	1893	223	12,428	170
1872	106	(*a*) 34,238	143	1894	234	5,180	81
1873	42	12,110	3	1895	212	7,982	63
1874	69	16,656	85	1896	241	8,147	168
1875	62	11,193	65	1897	177	18,141	96
1876	110	(*b*) 23,866	95	1898	257	11,979	75
1877	163	(*c*) 26,847	142	1899	218	2,728	22
1878	228	(*d*) 35,873	131	1900	169	9,140	34
1879	481	(*e*) 32,541	357	1901	189	4,980	22
1880	206	15,662	120	1902	183	(*i*) 6,949	831
1881	259	(*f*) 17,814	186	1903	206	(*j*) 11,823	50
1882	393	29,272	155	1904	164	(*k*) 6,095	73
1883	401	21,760	62	1905	147	(*l*) 3,470	86
1884	418	17,109	75	1906	172	(*m*) 5,545	82
1885	446	41,257	515	1907	189	(*n*) 8,602	70
1886	442	15,402	105				

From the foregoing it will be seen that during the past 43 years, *viz.*, from 1865 to 1907 inclusive, the annual average of the reported wrecks and casualties in Indian waters has been 196; the average total tonnage of vessels wrecked was 15,695, and the average number of lives lost was 170.

Note.—(*a*) Exclusive of 4 vessels supposed to have been lost.
(*b*) Does not include the 400 pilgrims lost in the *Hydree*, and 428 in the *Farad* both wrecked in the Red Sea; nor the Masters and crew of both these vessels.
(*c*) Not including the Masters and crew of the *Ariadne* and *Coda Bux*, supposed to have foundered.
(*d*) Not including the Master and crew of the *Lady Rawlinson* supposed to have foundered, and also of the *Fattal Karim, Fattay Rassak, Lady Amherst* and *William Stevenson*. The tonnage of the *Queenstown, City of Palaces, Fattal Karim, Fattay Rassak, Lady Amherst* and *William Stevenson* was not reported, and is, therefore, not included.
(*e*) The number lost on the *Essex* was not reported.
(*f*) Does not include the missing ship *Nebo*.
(*g*) Does not include the number of lives supposed to be lost in the *Lamport*.
(*h*) Not including the tonnage of one British Indian and two Native crafts not given.
(*i*) Not including the tonnage of one British steam Launch, three British Indian vessels and one Native craft not given.
(*j*) Exclusive of the tonnage of three British Indian vessels not given.
(*k*) Not including the tonnage of one British flat and two Native crafts not given.
(*l*) Not including the tonnage of three British and two British Indian vessels not given.
(*m*) Not including the tonnage of one British Indian vessel and four Native crafts not given.
(*n*) Not including the tonnage of two British Indian vessels and two Native crafts not given.

TABULAR STATEMENT OF THE WRECKS

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

D.—WRECKS reported in Indian

No.	Name of Vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
1	Caderbux	British Indian	100	Colombo	Tuticorin and Kulasekarapatam
2	Narayanprosad	Do. do.	15	Navapur	Bombay
3	More	Do. do.	5	Karanja	Hareshwar (Janjira State) and Borya
4	An un-named vessel	Native craft	Not given	At Bombay	
5	Salamati	British Indian	38	Bombay	Bhavnagar
6	Maulong	British steel stern wheel steamer.	148	Kindot	Pacacoo
7	Dhanprosad	British Indian	23	Porbander	Bombay
8	Ruparel	Do. do.	19	Versoda	Do.
9	Rampersad	Do. do.	11	Karanja	Do.
10	Thavakali	Do. do.	71	Azhical	Do.
11	Narainpasa	Native craft	54	Karachi	Keti Bunder
12	Fateh Carim	Do. do.	Not given	Do.	Do.
13	Kamaxa	British Indian	94	Ponani	Warowda and Bombay
14	Allumghier	British wooden barque.	909	Calcutta	Muscat and Lingah
15	Satterajulu	British Indian.	40	Chittagong	Chandpur
16	Madras	Do. do.	66	Trombay	Ponani
17	Alimadat	Do. do.	9	Bombay	Dabhol and Ratnagiri
18	Ruparel	Do. do.	15	Bankot	Bombay
19	Jerampassa	Native craft	100	Calicut	Karachi
20	Bhavaniprosad	Do. do.	39	Dwarka	Calicut and Mundra
21	Sugarpersad	British Indian	Not given	Mangalore	Karachi
22	Janallum	Do. do	178	Chittagong	Chandpur and Narainganj
23	Misri	Native craft	8	Rohri	Keti Bunder
24	Nithsdale	British screw steamer	2,234	Bunbury	Colombo and Karachi
25	Cargo Boat No. 144	British Indian	14	Plying within	Port limits
26	Teutonia	German screw steamer	1,941	Hamburg	Lingah and Aden
27	Riali	British Indian	5	Bombay	Harbour
28	Boat No. 19	Do. do.	28	Plying within	Port limits

waters during the year 1907.

Date of wreck.	Position of wreck and name of shoal, etc.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
January 2nd	Kulasekarapatam roadstead, gulf of Manaar.	Ceylon coast	Foundering.—Heavy weather	Partially lost.	None lost.
Do. 18th	Opposite Byramji Point in the Bandora creek.	Bombay do.	Stranding.—Tides and currents	All lost	Do.
Do. 23rd	Off Kelshi bandar bar	Do. do.	Collision with the steamer *Shastri*.	Do.	Do.
			Do. do.		
February 6th	Off Prongs light-house, Bombay harbour.	Do. do.	Capsized.—Heavy weather	Do.	Do.
Do. 13th	South of the Arnala Fort	Do. do.	Stranding.—Error of the Tindal	Do.	Do.
Do. 27th	4 miles above Kalewa in the Chindwin river, Upper Burma.	Burma do.	Collision with an unbuoyed snag. Accidental.	Partially lost.	Do.
March 4th	Off the Bassein Fort, two miles north-west of the Pospeer hills.	Bombay do.	Stranding.—Tides and currents.	All lost	Do.
Do. 14th	Cross island reef, Bombay harbour.	Do. do.	Do. Error of the Tindal	Do.	Do.
Do. 20th	Bombay harbour	Do. do.	Collision with the steamer *Delaware*.	Do.	Do.
			Do. do.		
Do. 28th	On the Azhical bar	Malabar do.	Stranding.—Heavy weather	Partially lost and partially damaged.	Do.
April 5th	Near the Tursian mouth of the river Indus.	Sind do.	Do. do.	In ballast	Do.
Do. do.	Do. do.	Do. do.	Do. do.	No cargo	Do.
Do. 11th	Bombay harbour	Bombay do.	Do. do.	Partially lost and partially damaged.	Do.
May 1st	West of Ras Kalboo; mouth of the Muscat harbour.	Arabian Sea	Do. do.	Do.	Do.
Do. 6th	Chargazee char, Shabazpur river.	Chittagong coast	Do.—Tides and currents	Do.	Do.
Do. do.	Off Jaigar outer light-house	Bombay do.	Foundering.—Sprung a leak	All lost	Do.
Do. 14th	Near the mouth of the Dabhol creek.	Do. do.	Stranding.—Tides and currents.	No cargo	Do.
June 4th	At the mouth of the Bankot creek.	Do. do.	Foundering.—Do.	All lost	Do.
Do. 5th	Between Chiplun and Madhovpur.	Kathiawar do.	Stranding.—Heavy weather	None lost	Do.
Do. do.	Near Porbander harbour	Do. do.	Do. do.	Partially lost and partially damaged.	Do.
Do. 6th	Off the Kair mouth of the river Indus.	Sind do.	Do. do.	All lost	Do.
Do. 8th	Near the Bhashan chor	Bay of Bengal	Foundering do.	Do.	Do.
Do. 22nd	Pitiani creek, river Indus.	Sind coast	Do. do.	In ballast	Do.
July 9th	Manora Point, Karachi harbour.	Do. do.	Stranding.—Tides and currents.	Partially lost and partially damaged.	Do.
Do. 14th	On the Cochin bar	Malabar do.	Foundering.—Do	Partially lost	Do.
Do. 20th	4 Miles North of Ras Madraka	Arabian Sea	Stranding.—Error of the Master.	All lost	Do.
Do. 24th	Channel between Butcher Junction and Elephanta.	Bombay coast	Capsized.—Heavy weather	Do.	Do.
Do. do.	One mile east of Hare Island light-house.	Gulf of Manaar	Collision with the steamer *Lawoe*.—Accidental.	Do.	3 Lives lost.

D.—Wrecks reported in Indian

No.	Name of Vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
29	Fortunatus	British screw steamer	2,135	Calcutta	Colombo and Melbourne
30	Laxmi	British Indian	10	Bombay	Karanja
31	Naran Hrasad	Native craft	109	Karachi	Karwar and Cochin
32	Salamati	Do do	50	Jafarabad	Bombay
33	Syesqol Kurreem	British Indian	35	Calicut	Cochin
34	An un-named iron barge	Do. do.	Not given	Bombay	Harbour
35	Albelo	Do. do.	55	Porbander	Keti
36	Zaver passa	Native craft	28	Dwarka	Porbander and Broach
37	Ruparel	Do. do.	16	Jafarabad	Panvel

waters during the year 1907.

Date of wreck.	Position of wreck and name of shoal, etc.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
July 31st	In Lat 6° S Long. 90° E	Indian Ocean	Fire.—Unknown	All lost	1 Life lost.
August 9th	In the Karanja creek at the entrance of the harbour.	Bombay coast	Capsized.—Heavy weather	No cargo	None lost.
October 30th	On the Cochin bar	Malabar coast	Stranding.—Tides and currents.	Partially lost and partially damaged.	Do.
November 1st	Eastward from Jafarabad lighthouse at a distance of 12 miles from the shore.	Gulf of Cambay	Sprung a leak.—Do.	All lost	Do.
Do. 4th	On the Cochin bar	Malabar coast	Stranding.— Do.	Partially lost and partially damaged.	Do.
Do. 6th	Tank buoy under Bombay harbour	Bombay do.	Fire.—Spontaneous combustion.	All lost	1 Life lost.
Do. 11th	Off the Tursian, mouth of the river Indus.	Sind do.	Stranding.—Heavy weather	In ballast	None lost.
Do. 22nd	Near Madhabpur	Kathiawar do.	Foundering.—Sprung a leak	All lost	Do.
December 15th	Off Pier Pan, Bombay harbour	Bombay do.	Stranding.—Tides and currents.	Do.	Do.

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TABULAR STATEMENT OF THE CASUALTIES

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

E.—CASUALTIES reported in Indian

No	Name of Vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
1	MEANATCHY	British wooden barque.	288	Negapatam	Nicobars and Tondi
2	SEAGULL	British screw steamer	421	Aberdeen	Chittagong and adjacent islands
3	DARIA BAHADUR	British Indian	55	Karanja	Cochin
4	BHAWANI	Do.	7	At Bombay.	
5	BYCULLA	British screw steamer	1,095	Calcutta	Rangoon and Moulmein
6	OBRA	Do. do.	3,521	Do.	Penang
7	KARIM SHAHI	Native craft	74	Keti	Cochin
8	ZAMANIA	British screw steamer	2,780	Coconada	Gopalpore and Rangoon
9	HEINRICH MENZELL	German screw steamer.	1,139	Delagoa Bay	Moulmein
10	SEYDLITZ	Do. do.	4,862	Yokohama	Penang and Bremen
11	HUGHLI	British twin fire float.	124	Employed by the Port Commissioners, Calcutta.	
12	SORASI	British Inland steamer.	102	Port of Calcutta	
13	AUCHENBLAE	British screw steamer	2,597	Macassar	Batavia, *Amsterdam vid* Marsellies
14	COLLINGWOOD	Norwegian iron barque.	957	Port Elizabeth	Rangoon
15	UNITY	Norwegian screw steamer.	930	Tuticorin	Rangoon
16	CHORLEY	British screw steamer	2,468	Port of Karachi	
17	MAHARAJA	Do. do.	1,415	Calcutta	Port Blair and Rangoon
18	DARYA BAHADUR	British Indian	8	Malwan	Revdanda
19	LAXMI	Do. do.	20	Hanavar	Bombay
20	AN UN-NAMED VESSEL	Do. do.	Not given	Bombay harbour	
21	JAIDEVI	Do. do.	29	Sawta, sub-port of Dahanu.	Dhobra
22	JAMNA PERSAD	Do. do.	24	Bombay harbour	
23	SANGOLA	British screw steamer	3,349	Chittagong	Calcutta
24	ELLORA	Do. do.	3,494	Calcutta	Chittagong
25	GLENDHU	Do. do.	2,629	Cardiff	Aden and Calcutta
26	ANAPA	Do. do.	2,251	Do.	Rangoon
27	NOWSHERA	Do. do.	1,961	Calcutta	Moulmein and Rangoon
28	HARIPRASAD	British Indian	11	Bombay	Manori
29	MATLI	Do. do.	63	Sadashivgod	Malwan and Bombay
30	LUXUMEE	Do. do.	2	Bombay harbour	
31	KHUDABUX	Do. do.	49	Do.	

waters during the year 1907.

Date of casualty.	Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
January 4th	Kamakasit, Rangoon river	Burma coast	Collision with cargo boat No. 623—Error of the Tindal.	None lost	None lost.
Do. 5th	On the Ichakhally sand	Chittagong do.	Stranding.—Accidental	No cargo	Do.
Do. 12th	On the Cochin bar	Malabar do.	Do.—Error of the Tindal	Partially lost	Do.
Do. 13th	Malet Bunder, Bombay harbour	Bombay do.	Do.—Tides and currents	Do.	Do.
Do. 14th	On the Belugyan sands, Gulf of Martaban.	Burma do.	Do.—Error of the Master	None lost	Do.
Do. 17th	Below Bolatong buoy in the Rangoon river.	Do. do.	Collision with two cargo boats.—Unavoidable.	Do.	Do.
Do. 18th	Entrance to Cochin harbour	Malabar do.	Stranding.—Error of the Tindal	Do.	Do.
Do. 21st	Henanson creek, Rangoon river	Burma do.	Collision with a raft.—Error of the Pilot.	Do.	Do.
Do. 24th	Whilst anchored in Moulmein river.	Do. do.	Fire.—Spontaneous combustion	Partially lost	Do.
Do. 27th	Near Galle	Ceylon do.	Fire.—Unknown	Partially damaged.	Do.
Do. 28th	Between the upper dock Gas buoy and the Kidderpore docks.	Hughli river	Collision with the S S *Sorasi*.—Error of the Serang of that vessel.	No cargo	Do.
Do. do.	Do. do.	Do. do.	Collision with the *Hughli*.—Error of the Serang.	Partially damaged.	Do.
Do. 29th	Exact locality not reported	Gulf of Aden	Damage to Engine.—Unknown	None lost	Do.
Do. do.	Below Dalla dockyard, Rangoon river.	Burma coast	Collision with the S S *Unity*.—Not reported.	Do.	Do.
Do. do.	Do. do.	Do. do.	Collision with the *Collingwood*.—Not reported.	Do.	Do.
February 2nd	Karachi harbour	Sind do.	Fire.—Unknown	Partially damaged.	Do.
Do. do.	Rangoon river	Burma do.	Stranding.—Tides and currents	None lost	Do.
Do. 12th	At the entrance of the Achra creek.	Bombay do.	Do.—Heavy weather	Partially lost	Do.
Do. 13th	Off Tadri, near the steamer anchorage.	Do. do.	Do.—Do. do.	Do.	Do.
Do. do.	Off Ballard Pier, Bombay harbour.	Do. do.	Collision with the Steam Launch *Siren*.—Accidental.	No cargo	Do.
Do. do.	Over the Sawta creek	Do. do.	Stranding.—Tides and currents	Partially lost	Do.
Do. 14th	Darukhana Bunder, Bombay harbour.	Do. do.	Do.—Do.	No cargo	Do.
Do. do.	Akyab harbour	Burma do.	Collision with the S S *Ellora*.—Tides and currents.	Do.	Do.
Do. do.	Do. do.	Do. do.	Collision with the S S *Sangola*.—Tides and currents.	Do.	Do.
Do. do.	Inner harbour of Aden	Gulf of Aden	Collision with the S S *Anapa*.—Error of the Pilot.	Do.	Do.
Do. do.	Do. do.	Do. do.	Collision with the S S *Glendhu*.—Error of the Pilot of that vessel.	Do.	Do.
Do. do.	Outlet bar, Moulmein river	Burma coast	Stranding.—Defective steering gear.	Do.	Do.
Do. do.	Opposite the mouth of the Bandora creek.	Bombay do.	Stranding.—Heavy weather	All lost	Do.
Do. 15th	Vengurla rocks	Do. do.	Do.—Tides and currents.	Partially lost.	Do.
Do. 16th	Bombay harbour	Do. do.	Collision with other Native craft.—Accidental.	None lost	Do.
Do. do.	Off Darukhana, Bombay harbour.	Do. do.	Stranding.—Tides and currents.	Unknown	Do.

E.—CASUALTIES reported in Indian

	Name of Vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
32	Ramprasad	British Indian	56	Bhavnagar	Bombay
33	Satany	Do. do.	19	Karanja	Do.
34	Zibenghla	British screw steamer	2,690	Coconada	Gopalpore and Rangoon
35	Ruparel	Native craft	31	Bilimora	Surat and Porbander
36	Umballa	British screw steamer	3,426	Calcutta	Bombay
37	Liebenfels	German screw steamer.	2,857	Do.	Not reported
38	Matheran	British screw steamer	4,928	Liverpool	Suez and Calcutta
39	Balam Kaiseri	British Indian	28	Bombay	Zanzibar
40	Clumberhall	British screw steamer	2,326	Cardiff	Aden and Bassorah
41	City of Glasgow	Do. do.	4,112	Glasgow	Calcutta and London
42	Doulattasa	Native craft	122	Porbander	Karachi
43	Barak	British steam launch	75	Calcutta	Akhaura and Brahmanbari
44	Rickmer Rickmers	German steel barque	1,829	Bremerhaven	Nagasaki and Rangoon
45	Khodoung	British screw steamer	913	Budge Budge	Rangoon
46	Sprite	British steam launch	5	Calcutta.	
47	Killean	Do. do.	29	Do.	
48	Mogoung	British Paddle lighter	198	Rangoon	Mandalay
49	Signal	German screw steamer.	907	Do.	Deli and Hongkong
50	Queen Eleanor	British screw steamer	2,270	Calcutta	Bombay
51	Orissa	Do. do.	3,525	Do.	Rangoon
52	Bulimba	Do. do.	1,607	Bombay	Linga and Dubai
53	Kattenturm	German screw steamer.	3,630	Calcutta	Hamburg
54	Barbarigo	Italian screw steamer	2,821	Bombay	Venice
55	Hira Prasad	British Indian	42	At Bombay.	
56	Trowbridge	British screw steamer	2,380	Barry	Calcutta and Bombay
57	Manipur	Do. do.	4,928	Liverpool	Port Said and Calcutta
58	China	Do. paddle steamer.	892	Glasgow	Rangoon and Mandalay
59	Lakhmipassa	Native craft	41	Navibandar	Bhavnagar and Porbandar
60	Daria Dowlat	British Indian	15	Karwar	Bombay and Mangalore
61	Laxmi	Do. do.	28	Bombay harbour	

waters during the year 1907—*continued.*

Date of casualty.	Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
Feb. 18th	Opposite the Dandi light	Gulf of Cambay	Stranding.—Tides and currents	Partially lost and partially damaged.	None lost.
Do. 19th	Near the Kansa rocks, Karanja harbour.	Bombay coast	Capsized.—Heavy weather	All lost	Do.
Do. 23rd	Lilly sands, Rangoon river	Burma do.	Stranding.—Tides and currents.	None lost	Do.
Mar. 1st	On the Surat river bar	Gulf of Cambay	Sprung a leak.—Heavy weather.	Partially lost	Do.
Do. do.	Sister trees, Royapore	Hughli river	Stranding.—Tides and currents.	None lost	Do.
Do. 2nd	Garden Reach	Do. do.	Collision with the SS *Matheran*.—Not reported	Do.	Do.
Do. do.	Do. do.	Do. do.	Collision with the SS *Liebenfels*.—Not reported	Do.	Do.
Do. 3rd	Near Sokotra, entrance to Gulf of Aden.	Arabian Sea	Foundering.—Heavy weather	Partially lost and partially damaged.	Do.
Do. 4th	Rasal morg, Bushire inner roads.	Persian Gulf	Stranding — Do.	None lost	Do.
Do. 5th	Abreast of the Achipur Tidal Semaphore, Moyapore bar.	Hughli river	Do.— Accidental	Do.	Do.
Do. 10th	About 60 miles from Karachi	Sind coast	Foundering.—Heavy weather	Partially lost and partially damaged.	Do.
Do. 12th	7 to 8 miles from Akhaura on the Tutas river.	Chittagong coast	Capsized.— Do.	Do.	56 Lives lost.
Do. do.	Off Bassein creek, Rangoon river.	Burma do.	Stranding.—Error of the Master	In ballast	None lost.
Do. 16th	At Hughli river point	Hughli river	Do.— Defective steering gear.	Do.	Do.
Do. 19th	Off the Salt Gollah, Howrah	Do. do.	Collision with the SS *Killean*.—Error of the Serang.	No cargo	Do.
Do. do.	Do. do.	Do. do.	Collision with the Steam launch *Sprite*.—Error of the Serang.	Do.	Do.
Do. 24th	4 miles below Maubin, Irrawaddy river.	Burma coast	Collision with a cargo boat.—Error of the Tindal.	Do.	Do.
Do. 29th	Above No. 1 Dalla buoy, Rangoon harbour.	Do. do.	Do.— Do.	None lost	Do.
Do. do.	Jellingham channel	Hughli river	Stranding.—Accidental	Do.	Do.
Do. 30th	Fulta Reach	Do. do.	Do.— Do.	Do.	Do.
Apl. 1st	Abu Musa island	Persian Gulf	Do.— Error of the Master and 2nd Officer.	Do.	Do.
Do. 2nd	Jarmakers Reach	Hughli river	Stranding.—Tides and currents.	Partially damaged.	Do.
Do. 3rd	Between Suez and Bombay	Arabian sea	Damage to helm.— Do.	No cargo	Do.
Do. 5th	Bombay harbour	Bombay coast	Collision with the SS *Raffaele Rubattino*.—Cargo boat not exhibiting light.	All lost	4 Lives lost.
Do. 8th	Komari ridge	Ceylon do.	Stranding.—Tides and currents.	Partially lost	None lost.
Do. 9th	Lat. 17° 8′ N, Long. 40° 31′ E.	Red Sea	Damage to helm.—Unknown	None lost	Do.
Do. 10th	½ mile below Sitchean, Maubin river.	Burma coast	Collision with a cargo boat.—Error of the Tindal.	Do.	Do.
Do. 14th	Near Gopnath	Kathiawar do.	Damage to cargo.—Tides and currents.	Partially lost and partially damaged.	Do.
Do. 19th	On the Sandspit at Mangalore	Malabar do.	Stranding.— Do.	All lost	Do.
Do. 20th	Prince's Dock, Bombay harbour	Bombay do.	Collision with the SS *Nadir*.—Error of the Tindal.	Partially damaged.	Do.

E.—CASUALTIES reported in Indian

No.	NAME OF VESSEL.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
62	PACHUMBA	British screw steamer	544	Tavoy	Rangoon
63	KILBURN	Do. do.	2,111	London	Port Said and Tokayama
64	QUILOA	Do. do.	4,942	Calcutta	Bombay
65	KYBFELS	German screw steamer	3,179	Do.	Hamburg
66	SALAMATI	British Indian	11	Honawar	Purnagad and Bombay
67	LAI SANG	British screw steamer	2,225	Hong Kong	Calcutta
68	LIGHTNING	Do. do.	2,122	Glasgow	Calcutta and Penang
69	SYRIAM	Do. do.	891	Calcutta	Ra goon
70	MAHARANI	Do. do.	1,047	Do.	Chittagong and Rangoon
71	GOOD HOPE	Do. do.	2,308	Madras	Calcutta
72	NURANI	Do. do.	2,870	Bombay	Do.
73	MAHAMUDI	British Indian	18	Mangalore	Malpe
74	HUSSEINI	Native craft	112	Madagascar	Porbandar
75	FATHAL RAHAMAN	Do.	999	Muscat	Calcutta
76	SOFALA	British screw steamer	3,436	Calcutta	Rangoon, Zanzibar *vid* Seychelles
77	PARVATIPRASAD	British Indian	28	Bombay	Mahuva and Broach
78	BHAWANI	Do.	35	Mahul creek	Bombay
79	SALAMATPASA	Native craft	79	Porbandar	Calicut and Karachi
80	GANESHPASA	Do.	100	Do.	Do. do.
81	RAMPASSA	Do.	49	Do.	Kallai and Karachi
82	DHANPRASAD	British Indian	12	Arnalla	Mahim
83	LUXMIPASA	Native craft	36	Verawal	Bombay and Diu or Jafarabad
84	NURANI	British screw steamer	2,870	Calcutta	Negapatam and Galle
85	SANCTORIA	Do. do.	2,378	Do.	Colombo
86	MIIKE MARU	Japanese screw steamer.	2,085	Bombay	Tuticorin
87	CHANDRABAN	British Indian	37		Bombay harbour
88	CURONIA	Russian screw steamer	2,949	Shanghai	Rangoon and Copenhagen
89	YESHVANTI	British Indian	60		Bombay harbour
90	HARIPRASAD	Do. do.	45		Do. do.

waters during the year 1907—*contd.*

Date of casualty.	Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
April 21st .	Off Reef Island light-house, Tavoy river.	Burma coast .	Collision with a fishing boat.—Error of the Tindal.	None lost .	None lost.
Do. 27th .	Farisan Islands . . .	Red Sea . .	Stranding.—Tides and currents	Partially lost .	Do.
Do. 29th .	Garden Reach . . .	Hughli river .	Do.— Error of the Pilot .	None lost .	Do.
May 4th .	Do. do. . . .	Do. do. .	Sprung a leak.—Tides and currents.	Do. .	Do.
Do. 15th .	At Gaokhadi	Bombay coast .	Stranding.— Do.	Partially lost	Do.
Do. 16th .	No. 3 Esplanade Moorings	Hughli river .	Collision with the SS *Lightning*.—Heavy weather.	None lost .	Do.
Do. do. .	Do. do. . . .	Do. do. .	Collision with the SS *Lai Sang*.—Heavy weather.	Do. .	Do.
Do. 17th .	On DeSilva shoal, Rangoon river.	Burma coast .	Stranding.—Accidental . .	In ballast .	Do.
Do. do. .	Rangoon harbour . . .	Do. do. .	Collision with the Steam Launch *Firefly*.—Accidental.	None lost .	Do.
Do. 18th .	No. 1 Kidderpore Dock . .	Hughli river .	Collision with the SS *Nurani*.—Heavy weather.	Water ballast	Do.
Do. do. .	Do. do. . .	Do. do. .	Collision with the SS *Good Hope*.—Heavy weather.	In ballast .	Do.
Do. 21st .	On the Malpe bar . . .	Malabar coast .	Stranding.—Error of the Tindal	Partially lost .	Do.
Do. 22nd .	Near Sokotra	Arabian Sea .	Sprung a leak.—Heavy weather	Partially lost and partially damaged.	Do.
Do. 23rd .	Princep's ghat, Calcutta . .	Hughli river .	Damage to vessel.—Tides and currents.	In ballast .	Do.
Do. do. .	Off Krishna Light vessel .	Burma coast .	Fire.—Spontaneous combustion c	Partially lost and partially damaged.	Do.
Do. 27th .	At Alia Bet, in the Narboda river.	Gulf of Cambay .	Stranding.—Tides and currents	All lost .	1 Life lost.
June 2nd .	Near the Mahul pier . .	Bombay coast .	Do.— Heavy weather .	Partially lost and partially damaged.	None lost.
Do. 3rd	On the bar of the Surat river .	Gulf of Cambay .	Foundering.— Do. .	Partially lost .	Do.
Do. do. .	Do. do. .	Do. do. .	Do.— Do. .	Do. .	Do.
Do. 4th .	Do. do. .	Do. do. .	Do.— Do. .	Partially lost and partially damaged.	Do.
Do. 4th .	At the entrance of the Mahim creek.	Bombay coast .	Stranding.— Do. .	None lost .	Do.
Do. 5th .	Opposite Somnath temple, Porbandar.	Kathiawar do. .	Do.— Do. .	No cargo .	Do.
Do. 9th .	Near the little Basses light-house.	Ceylon do. .	Collision with the SS *Sanctoria*.—Error of the 2nd Officer of that vessel.	None lost .	Do.
Do. do. .	Do. do. . .	Do. do. .	Collision with the SS *Nurani*.—Error of the 2nd Officer.	Do. .	Do.
Do. 10th .	Colombo harbour . . .	Do. do. .	Fire.—Unknown . . .	Partially damaged.	Do.
Do. 11th .	Bombay do. . . .	Bombay do. .	Foundering.—Heavy weather .	All lost .	Do.
Do. do. .	On her way from Rangoon .	Bay of Bengal .	Fire.—Spontaneous combustion	Partially lost and partially damaged.	Do.
Do. 12th .	Cross island reef, Bombay harbour.	Bombay coast .	Stranding.—Heavy weather .	All lost .	Do.
Do. 13th .	Do. do. .	Do. do. .	Do.— Do. . .	No cargo .	Do.

No.	Name of Vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
91	RUPAREL	British Indian	62	Bombay harbour	
92	FORTH	British steel ship	1,713	Calcutta	George Town and Demerara
93	DOLATPASHA VITI	Native craft	69	Calicut	Bombay and Cutch-Mandavi
94	REICHENFELS	German screw steamer	2,931	Colombo	Calcutta and New York
95	KALIAN PASA	Native craft	Not reported.	Cochin	Mangrol
96	KHODOUNO	British screw steamer	913	Rangoon	Calcutta
97	STEPHANOTIS	Do. do.	2,584	Cardiff	Salif (Arabia) and Calcutta
98	AMIZADH	Native craft	114	Daman	Magunga and Bet
99	WOODCOCK	British steam ship	59	Aden	Berbera and Zaila
100	APRICA	British coasting steamer.	162	Do.	Jibouti and Zaila
101	URLANA	British screw steamer	3,384	Bombay	Cochin and Rangoon
102	DARIA BAHADUR	British Indian	2	Bombay harbour	
103	DUTTRAPRASAD	Do. do.	10	Uran	Bombay
104	RAJAH	British screw steamer	3,634	Calcutta	Singapore
105	GRACCHUS	Do. do.	2,360	Melbourne	Madras and Calcutta
106	HAIDARI	Do. do.	1,563	Bombay	Karachi and Aden
107	SYRIAM	Do. do.	891	Rangoon	Calcutta
108	BLOEMFONTEIN	Do. do.	2,938	Calcutta	Colombo and New York
109	LAWOE	Do. do.	1,817	Tuticorin	Colombo
110	BANGALA	Do. do.	1,935	Rangoon	Calcutta
111	KALYAN PRASAD	British Indian	32	Bombay harbour	
112	DARIA DOWLET	Do. do.	2	Do. do.	
113	HENDON HALL	British screw steamer	2,588	New Port	Aden and Karachi
114	FLAVIO GIOIA	Italian screw steamer	480	Aden	Massewa
115	GLENLYON	British screw steamer	2,654	Cardiff	Réunion and Calcutta
116	SEMADRIAPPADU	British Indian	97	Was at anchor in the Karnafuli river	
117	KAPURTHALA	British screw steamer	721	Calcutta	Chittagong and Rangoon
118	NAIRN	Do. do.	2,324	Cardiff	Calcutta and Madras
119	FOYLE	Do. do.	2,690	Barry	Penang and Bombay

waters during the year 1907—*continued*.

Date of casualty.	Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
June 14th	Victoria Dock, Bombay harbour	Bombay coast	Collision with a steamer.—Tides and currents.	None lost	None lost.
Do. 18th	Kidderpore Dock gates	Hughli river	Stranding.—Heavy weather	Do.	Do.
Do. do.	On the sea-shore of Veraval	Kathiawar coast	Do.— Do.	Partially lost.	Do.
Do. 19th	Colombo harbour	Ceylon do.	Sprung a leak.—Do.	Partially damaged.	Do.
Do. 20th	Near Mangrol	Kathiawar do.	Stranding.— Do.	Partially lost	1 Life lost.
Do. 21st	Off Nurpur point	Hughli river	Collision with the SS *Stephanotis*.—Error of the Pilot.	None lost	None lost.
Do. do.	Do. do.	Do. do.	Collision with the SS *Khodoung*.—Error of the Pilot.	Do.	Do.
Do. 30th	Porbandar harbour	Kathiawar coast	Stranding.—Heavy weather	Partially lost and partially damaged.	Do.
July 3rd	Between Berbera and Zaila	Gulf of Aden	Do. —Error of the Master	None lost	Do.
Do. 6th	Between Jibouti and Zaila	Do. do.	Do.— Do.	Do.	Do.
Do. 9th	Barr Street, Jetty No. 1, Rangoon river.	Burma coast	Collision with Barr Street, Jetty No. 1.—Tides and currents.	No cargo	Do.
Do. 27th	Bombay harbour	Bombay do.	Collision with a jolly boat.—Heavy weather.	Do.	Do.
Do. do.	Off Butcher Island, Bombay harbour.	Do. do.	Capsized.—Heavy weather	Partially lost	Do.
Do. do.	Kulpi roads	Hughli river	Loss of an anchor and 75 fathoms of chain.—Tides and currents.	None lost	Do.
Do. 28th	Fort point	Do. do.	Damage to helm.—Unknown	Do.	Do.
Do. 29th	Lat. 21°41′ N, Long. 63°11′ E	Arabian sea	Sprung a leak. — Do.	Do.	Do.
Do. 30th	Eastern Gut	Hughli river	Collision with the Port Commissioner's anchor boat.—Accidental.	Do.	Do.
August 1st	Colombo harbour	Ceylon coast	Collision with the SS *Latwot*.—Accidental	Do.	Do.
Do. do.	Do. do.	Do. do.	Collision with the SS *Bloemfontein*.—Accidental	Do.	Do.
Do. do.	Abreast of the New Ring Mill	Hughli river	Stranding.—Accidental	Do.	Do.
Do. 17th	Off Cross island, Bombay harbour.	Bombay coast	Collision with a steamer.—Heavy weather.	No cargo	Do.
Do. 19th	Between Carnac Bunder and Cross island, Bombay harbour.	Do. do.	Capsized.—Heavy weather	None lost	Do.
Do. 21st	Aden harbour	Gulf of Aden	Collision with the SS *Flavio Gioia*.—Error of the Master of that vessel.	Do.	Do.
Do. do.	Do. do.	Do. do.	Collision with the SS *Hendonhall*.—Error of the Master.	Do.	Do.
Do. 23rd	Garden Reach	Hughli river	Collision with a buoy.—Tides and currents.	In ballast	Do.
September 1st	Near Kumerkhally, Karnafuli river.	Chittagong coast	Collision with the SS *Kapurthala*.—Defective steering gear of that vessel.	None lost	Do.
Do. do.	Do. do.	Do. do.	Collision with the *Semadriappadu*.—Defective steering gear.	Do.	Do.
Do. 3rd	No. 15 Coal Berth, Kidderpore docks.	Hughli river	Collision with the SS *Foyle*.—Error of the Harbour Master.	Do.	Do.
Do. do.	Do. do.	Do. do.	Collision with the SS *Nairn*.—Error of Harbour Master.	Do.	Do.

E.—CASUALTIES reported in Indian

No.	Name of Vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
120	Kenley	British screw steamer	2,430	Penarth	Calcutta and Madras
121	China	British paddle steamer.	892	Mandalay	Rangoon
122	Lord Curzon	British screw steamer	2,338	Calcutta	Colombo and Adelaide
123	Glenogle	Do. do.	2,399	Amoy	Penang and Rangoon
124	Subornokhalli	British steel flat	Not given	Calcutta	Tarpassa and Khulna
125	Rajput	British screw steamer	3,615	Do.	Chittagong and Rangoon
126	Dhan Prasad	British Indian	29	Mora	Hanawar
127	Kadarga	Do. do.	44	Trombay	Bombay
128	Baglipasad	Do. do.	41	Goa	Broach
129	Yeshwanti	Do. do.	27	Bombay harbour	
130	Khodoung	British screw steamer	913	Rangoon	Calcutta
131	Jumna	British iron flat	700	Mungledie, Assam	Do.
132	Pasrua Prasad	British Indian	19	Bhiwndy	Bhavnagar
133	Abana	British screw steamer	2,678	Karachi	Port Said
134	Baron Eldon	Do. do.	2,385	Calcutta	Bombay and Karachi
135	Catherine Apcar	Do. do.	1,730	Do.	Penang
136	Secunder Shah	British Indian	163	Negapatam	Nicobar island and Rangoon
137	Kenley	British screw steamer	2,430	Penarth	Calcutta and Madras
138	Syriam	Do. do.	891	Rangoon	Chittagong
139	Jayawanti	British Indian	18	Mangalore	Achra and Bombay
140	Gwalior	British screw steamer	2,692	Rangoon	Negapatam
141	Kaderi	British Indian	9	Jaigar	Bombay
142	An un-named Muchwa	Do. do.	Not given	Bombay harbour	
143	Fatte Salam	Native craft	110	Massira Island	Bombay
144	Queen Mary	British screw steamer	2,262	Barry	Calcutta
145	Mazagon	Do. do.	3,280	Calcutta	Karachi and Bombay
146	Narainpersad	British Indian	Not given	Dwarka	Karachi
147	An un-named Hodi	Do. do.	Do.	Bombay harbour	
148	Nagawanty	Do. do.	8	Bhiwndy	Bombay
149	Sakhari Salamati	Do. do.	8	Do.	Do.
150	Sabhar	British steel flat	500	Barisal	Calcutta
151	Shahool Hamid	British Indian	25	Mangalore	Malpe and Kaup
152	Gregory Morch	Russian screw steamer.	2,946	At Jeddah	

waters during the year 1907—*concluded.*

Date of casualty.	Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
September 9th	Jarmakers mark	Hughli river	Stranding.—Tides and currents.	None lost	None lost.
Do. 13th	Near Basscin creek	Burma coast	Collision with the anchor of a flat.—Accidental.	Do.	Do.
Do. 27th	Near Lower College Sandbuoy, Garden Reach.	Hughli river	Damage to helm.—Tides and currents.	Do.	Do.
October 1st	DeSilva shoal, Rangoon river	Burma coast	Stranding.—Tides and currents.	Do.	Do.
Do. 3rd	At Tarpassa station	Eastern Bengal	Fire.—Unknown	Partially lost and partially damaged.	Do.
Do. 10th	Elephant Point entrance to Rangoon river.	Burma coast	Stranding.—Tides and currents.	Water ballast	Do.
Do. 14th	At the entrance of the Revdanda creek.	Bombay do.	Foundering.—Sprung a leak	All lost	Do.
Do. 12th	Trombay pier	Do. do.	Stranding.—Tides and currents	Partially lost	Do.
Do. 21st	Near the Mehgane shore, Nerbuda creek.	Gulf of Cambay	Capsized.— Do.	Do.	Do.
Do. 23rd	Carnac basin, Bombay harbour.	Bombay coast	Foundering.—Sprunk a leak	Partially damaged.	Do.
Do. 24th	Lower western buoy, Rangoon river.	Burma do.	Stranding.—Accidental	None lost	Do.
Do. 31st	In the Brahmaputra river	Eastern Bengal	Do.— do.	All salvaged and damaged.	Do.
November 2nd	In the vicinity of Bhiwndy	Bombay coast	Do.—Error of the Tindal	Partially damaged.	Do.
Do. 4th	Karachi harbour	Sind do.	Collision with the SS *Baron Eldon*.—Defective steering gear.	None lost	Do.
Do. do.	Do. do.	Do. do.	Collision with the SS *Abana*.—Defective steering gear.	Do.	Do.
Do. 5th	Garden Reach	Hughli river	Stranding.—Tides and currents.	Do.	Do.
Do. 6th	Kamakasit, Rangoon river	Burma coast	Collision with a cargo boat.—Error of the Tindal.	In ballast	Do.
Do. 9th	At Munikhali Point	Hughli river	Stranding.—Tides and currents	None lost	Do.
Do. 10th	Uddakhali Chur	Off Chittagong coast.	Do.— Do	Do.	Do.
Do. 11th	At the entrance of the Achra creek.	Bombay coast	Do.— Do.	All lost	Do.
Do. 12th	Off Pier Head, Madras harbour.	Madras do.	Do.— Heavy weather	None lost	Do.
Do. 16th	Darukhana, Bombay harbour	Bombay do.	Capsized.—Error of the Tindal.	Do.	Do.
Do. 22nd	Off Ballard Pier, Bombay harbour.	Do. do.	Do.— Shifting of ballast	In ballast	Do.
Do. do.	Off Prongs light-house, Bombay harbour.	Do. do.	Stranding.—Error of the Tindal	Partially lost and partially damaged.	Do.
Do. do.	No. 2 Esplanade Moorings	Hughli river	Fire.—Spontaneous combustion	None lost	Do.
Do. 26th	Victoria Dock, Bombay harbour	Bombay coast	Collision with the Victoria Dock wall.—Error of the pilot	Do.	Do.
December 1st	Off Cape Monze	Sind do.	Capsized.—Collision with another vessel.	All lost	3 Lives lost.
Do. 4th	Off Ballard Pier, Bombay harbour.	Bombay do.	Capsized.—Error of the Tindal.	Do.	None lost.
Do. do.	In the Bhand up-creek	Do. do.	Stranding.—Heavy weather	Do.	Do.
Do. do.	Do. do.	Do. do.	Do.— Do.	Do.	Do.
Do. 13th	Garden Reach	Hughli river	Fire.—Unknown	Damaged	Do.
Do. 14th	About a furlong south of Kanp light-house.	Malabar coast	Stranding.—Heavy weather	Partially lost and partially damaged.	Do.
Do. 30th	About Framish reef, 30 miles from Jeddah	Red Sea	Do.— Not reported	Pilgrims	Do.

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GOVERNMENT OF INDIA

DEPARTMENT OF COMMERCE AND INDUSTRY

SEPARATE REVENUE

COMMERCE AND TRADE—WRECKS AND CASUALTIES

RETURN

OF

WRECKS AND CASUALTIES

IN

INDIAN WATERS

FOR THE YEAR 1908

TOGETHER WITH A CHART SHOWING THE POSITIONS IN WHICH THEY OCCURRED, AND A DIAGRAM SHOWING COMPARATIVE NUMBERS OF THE REPORTED MARITIME WRECKS AND CASUALTIES, THE TOTAL TONNAGE, AND THE NUMBER OF LIVES LOST, FOR THE PAST TWENTY-THREE YEARS

PREPARED BY

ST. L. S. WARDEN, COMMANDER, R.I.M.

PORT OFFICER AND REGISTRAR OF WRECKS

LIBRARY OF THE

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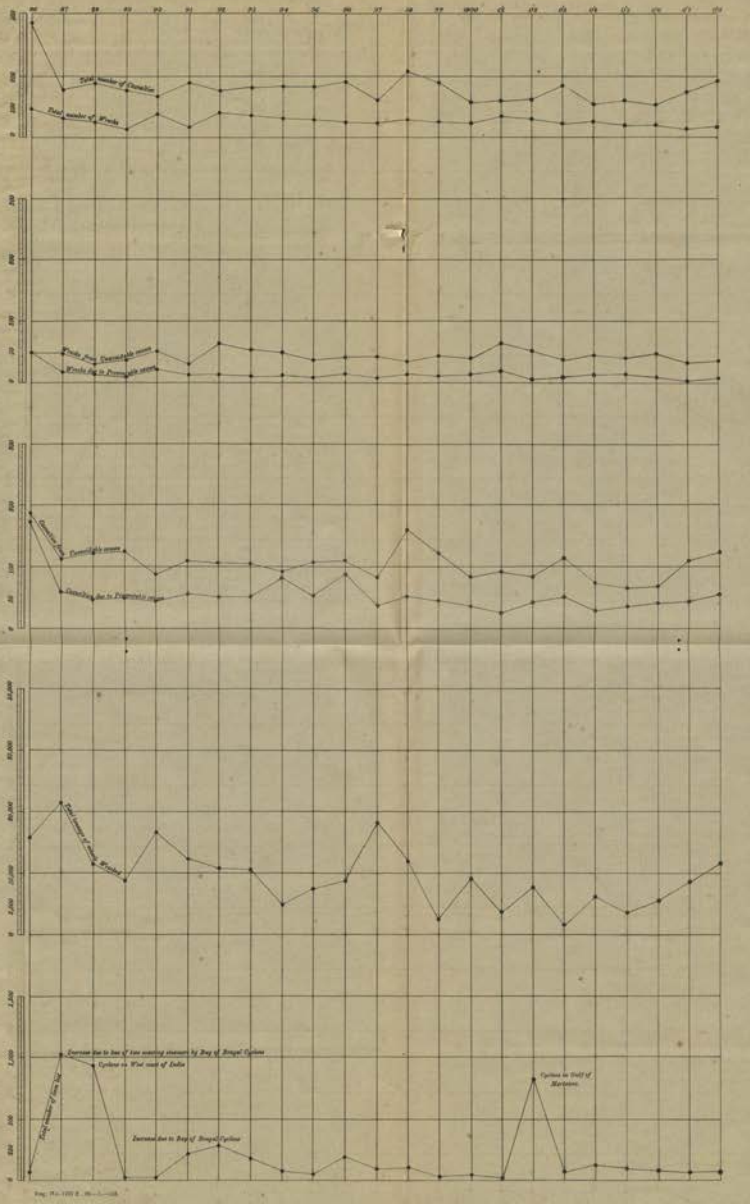
SUPERINTENDENT GOVERNMENT PRINTING, INDIA

1909

WRECK CHART
OF THE
INDIAN OCEAN
ARABIA
PERSIA
BELUCHISTAN
HINDOSTAN
AFRICA
ARABIAN SEA
BAY OF BENGAL
EGYPT
NUBIA
ABYSSINIA
SOCOTRA
REFERENCES

DIAGRAM.

Shewing Comparative Numbers of Maritime Wrecks and Casualties, Total Tonnage, and the Number of Lives lost; reported to the Indian Wreck Department, Calcutta, from the year 1886 to 1908 inclusive.


Total number of Casualties
Total number of Wrecks
Wrecks from Unavoidable causes
Wrecks due to Preventable causes
Casualties due to Unavoidable causes
Casualties due to Preventable causes
Total tonnage of Ships Wrecked
Total number of Lives lost
Increase due to loss of two steaming steamers by Bay of Bengal Cyclone
Cyclone on West coast of India
Increase due to Bay of Bengal Cyclone
Cyclone on Gulf of Martaban.

REVIEW.

THE events of the year under review may be considered as gratifying for, although the total number of wrecks and casualties as well as the total tonnage lost, have exceeded that of the preceding year, the total number of lives lost is comparatively less.

In a total of 41 wrecks 23 lives were lost and in an aggregate of 184 casualties there were only 32 lives lost.

The largest number of lives lost amongst British and Foreign vessels is reported to have occurred by the stranding of the Greek steamer "*Eleni*" near Jeddah (Red Sea) on the 27th January 1908. A temporary breakdown of the engines left the vessel at the mercy of the current which caused her to drift on to a rock, where she remained till the 30th idem, although several attempts were made to tow her off. She ultimately floated unassisted and proceeded to the anchorage at Jeddah where temporary repairs were made. Of the 918 pilgrims that were on board at the time some 12 are reported to have been drowned in consequence of a panic that took place; all the others were landed safely.

The next that may be mentioned is the Light-ship "*Planet*" which was intended to take up the position of the Intermediate Light-vessel situated at the entrance to the Hughli river. This vessel was blown up by an explosion on the 27th March 1908 at Hastings Moorings, Calcutta, and the two men who were on board at the time, are reported to have perished.

The cyclonic disturbance which occurred on the Burma coast on the 11th and 12th November 1908 resulted in the loss of 2 British Indian vessels with 10 lives and the stranding of 7 vessels of the same denomination.

A boat from the Light-ship "*Torch*" stationed at the Pilots Ridge in Lat. 20° 51½′ N., Long. 87° 52′ E., went adrift on the 29th November 1908; she had on board an Officer and 7 lascars and they were unable to pull back to their light-vessel owing to the strong currents. She drifted away to the southward and was eventually picked up on the 3rd December 1908 by a schooner when it was discovered that the European Officer had been washed overboard and drowned the preceding day.

The number of reported wrecks and casualties embodied in this report aggregates 225, *viz.*, 41 wrecks, of which 4 were British vessels, 1 Foreign and 25 British Indian vessels and 11 Native craft; and 184 casualties, of which there were 110 British, 12 Foreign and 47 British Indian vessels and 15 Native craft.

There were other minor cases reported which were not considered of sufficient importance to be included in the Return.

Of these 41 wrecks, there were 2 collisions, 8 founderings, 21 strandings and 10 miscellaneous cases; of 184 casualties, there were 67 collisions, 9 founderings, 74 strandings and 34 miscellaneous cases.

The table "General localities" in which these wrecks and casualties occurred, shows that the largest number, *viz.*, 65 were in the Hughli river, 35 on the Bombay coast, 30 on Chittagong and Burma coasts, 18 on Malabar and Madras coasts, 15 on Ceylon coast, 13 on Sind coast, 11 in Gulf of Cambay, 10 in Red Sea and Gulf of Aden, 9 on Kathiawar coast, 8 in Bay of Bengal; and the remainder in smaller numbers occurred in other localities in Indian waters.

The following analyses show (A) the causes to which the reported maritime wrecks and casualties are attributed; (B) a comparative statement of the reported number of maritime wrecks and casualties recorded in the Indian Wreck Department from the years 1879 to 1908, inclusive, showing, respectively, in the cases of British and Foreign vessels, British Indian vessels and Native craft as to whether the disasters were due to unavoidable or preventable causes; (C) a comparative statement showing the reported number of maritime wrecks and casualties in Indian waters, the total tonnage of vessels wrecked and the number of lives lost, during the years 1865 to 1908, inclusive; (D) a tabular statement of the wrecks and (E) a tabular statement of the casualties, reported

in Indian waters, during the year under review, arranged in the order in which they have occurred.

A wreck chart of the Indian Ocean, and a diagram, showing the reported number of maritime wrecks and casualties in Indian waters; the total tonnage of vessels wrecked, and the number of lives lost during the years 1886 to 1908, inclusive, are also appended to this Return.

In concluding this review, I desire to thank the various Marine Authorities and Shipping Firms of Calcutta and other ports in India who very courteously supplied me with detailed information relating to the wrecks and casualties herein recorded.

ST. L. S. WARDEN, COMDR., R.I.M.,
Port Officer and Registrar of Wrecks.

PORT OFFICE;
Calcutta, 31st March 1909.

A.—Causes to which the reported maritime disasters are attributed.

	Collisions.			Founderings.			Strandings.			Other causes.		
	No.	Tonnage.	Lives lost.	No.	Tonnage.	Lives lost.	No.	Tonnage.	Lives lost.	No.	Tonnage.	Lives lost.
WRECKS.												
British vessels.												
Steam	1	75	...	...	...	...	2	5,354	...	...	...	...
Sailing	...	...	...	...	...	...	...	...	...	1	320	...
British Indian Vessels.												
Steam	...	...	...	...	...	...	...	...	...	...	...	...
Sailing	...	...	...	5	465	10	14	661	4	6	(a) 1,218	3
Native craft of all nationalities.												
Steam	...	...	...	...	...	...	...	...	...	...	...	...
Sailing	1	62	...	3	(b) 98	2	4	484	...	3	153	4
Vessels of Foreign nationalities.												
Steam	...	...	...	...	...	...	1	2,878	...	...	...	...
Sailing	...	...	...	...	...	...	...	...	...	...	...	...
Total	2	137	...	8	563	12	21	9,377	4	10	1,691	7
CASUALTIES.												
British Vessels.												
Steam	53	(c) 75,662	...	1	(c) ...	2	32	75,145	...	21	56,561	...
Sailing	2	1,646	...	...	...	...	...	...	...	1	(c) ...	
British Indian Vessels.												
Steam	...	...	...	...	...	...	...	...	...	...	...	...
Sailing	6	(d) 180	...	2	24	...	33	1,831	...	6	91	...
Native craft of all nationalities.												
Steam	...	...	...	...	...	...	...	...	...	...	...	...
Sailing	3	398	...	6	217	...	4	233	...	2	(e) 24	17
Vessels of Foreign nationalities.												
Steam	3	6,199	...	...	...	...	5	12,431	12	4	14,650	...
Sailing	...	...	...	...	...	...	...	...	...	...	...	...
Total	67	84,085	...	9	241	2	74	89,640	12	34	71,326	18
GRAND TOTAL	69	84,228	...	17	804	14	95	99,017	16	44	73,017	25

(a) Not including the tonnage of 1 British Indian vessel not given.
(b) Do. do. 2 Native craft not given.
(c) Do. do. 9 British vessels not given.
(d) Do. do. 3 British Indian vessels not given.
(e) Do. do. 1 Native craft not given.

B.—Comparative Statement of the reported number of maritime wrecks and casualties recorded in the Indian Wreck Department from the years 1879 to 1908, inclusive, showing respectively British and Foreign vessels, British Indian vessels, and Native craft.

Year.	Wrecks.							Casualties.						
	British and Foreign vessels.		British Indian vessels.		Native craft.		Total.	British and Foreign vessels.		British Indian vessels.		Native craft.		Total.
	Unavoidable.	Preventable.	Unavoidable.	Preventable.	Unavoidable.	Preventable.		Unavoidable.	Preventable.	Unavoidable.	Preventable.	Unavoidable.	Preventable.	
1879	11	11	176	18	68	5	289	76	35	58	10	11	2	192
1880	2	11	15	12	7	3	50	90	47	9	5	4	1	156
1881	6	9	28	9	8	3	63	97	49	29	14	5	2	196
1882	9	18	39	6	13	5	90	119	98	45	33	8	...	303
1883	5	10	22	10	12	6	68	148	88	57	29	9	5	336
1884	6	7	26	22	11	7	79	153	83	50	34	14	5	339
1885	12	24	19	14	12	6	87	155	135	25	29	10	4	358
1886	4	10	30	24	11	12	91	129	130	37	31	16	8	351
1887	9	9	21	5	19	5	68	151	43	41	7	14	4	260
1888	3	8	8	7	16	6	48	72	33	39	11	35	...	190
1889	5	3	22	2	10	1	43	80	40	36	7	10	1	174
1890	10	11	28	14	9	1	73	65	41	23	7	5	...	141
1891	7	5	16	2	6	3	39	67	71	45	4	3	2	192
1892	3	3	30	5	31	...	72	36	48	42	3	29	...	158
1893	6	4	36	6	9	...	61	46	54	48	4	9	1	162
1894	2	2	39	5	5	2	55	31	64	55	15	11	3	179
1895	4	3	28	9	5	...	49	48	36	55	17	6	1	163
1896	3	3	23	9	16	...	54	38	64	42	20	22	3	189
1897	4	6	34	4	9	...	57	33	27	43	8	9	...	120
1898	3	6	19	8	10	...	46	85	44	56	5	20	1	211
1899	1	3	39	4	6	1	54	84	37	22	3	17	1	164
1900	2	3	24	6	14	1	50	46	29	33	2	9	...	119
1901	1	3	46	6	12	1	69	44	15	35	6	19	1	120
1902	6	1	33	2	11	...	53	29	34	25	9	29	4	130
1903	...	...	27	5	10	1	43	16	41	84	7	13	2	163
1904	2	2	27	6	13	3	53	42	26	24	8	10	1	111
1905	3	6	29	3	2	1	44	28	23	25	7	20	...	103
1906	2	1	23	9	15	2	52	31	48	16	4	21	...	120
1907	4	1	19	3	10	...	37	61	32	35	10	12	2	152
1908	3	2	23	2	9	2	41	77	45	39	8	10	5	184

C.—Comparative Statement showing the reported number of maritime wrecks and casualties in Indian waters, the total tonnage of vessels wrecked, and the number of lives lost, during the years 1865 to 1908, inclusive.

Year.	Number of wrecks and casualties.	Total tonnage lost.	Lives lost.	Year.	Number of wrecks and casualties.	Total tonnage lost.	Lives lost.
1865	28	14,443	5	1887	228	20,022(*g*)	1,016
1866	32	15,517	35	1888	238	11,739(*h*)	917
1867	37	17,417	49	1889	217	9,629	35
1868	20	12,558	19	1890	214	16,973	22
1869	55	25,688	279	1891	231	12,068	240
1870	44	14,809	51	1892	230	10,410	272
1871	47	18,804	118	1893	223	12,428	170
1872	106	34,238(*a*)	143	1894	234	5,180	81
1873	42	12,110	3	1895	212	7,982	63
1874	69	16,656	85	1896	241	8,147	168
1875	62	11,193	65	1897	177	18,141	96
1876	110	23,866(*b*)	95	1898	257	11,979	75
1877	163	26,847(*c*)	142	1899	218	2,728	22
1878	228	35,873(*d*)	131	1900	169	9,140	34
1879	481	32,541(*e*)	357	1901	189	4,980	22
1880	206	15,662	120	1902	183	6,949(*i*)	831
1881	259	17,814(*f*)	186	1903	206	1,823(*j*)	50
1882	393	29,272	155	1904	164	6,095(*k*)	73
1883	401	21,760	62	1905	147	3,470(*l*)	86
1884	418	17,109	75	1906	172	5,545(*m*)	82
1885	446	41,257	515	1907	189	8,602(*n*)	70
1886	442	15,402	105	1908	225	11,768(*o*)	55

From the foregoing it will be seen that during the past 44 years, *viz.*, from 1865 to 1908, inclusive, the annual average of the reported wrecks and casualties in Indian waters has been 196; the average total tonnage of vessels wrecked was 15,378, and the average number of lives lost was 165.

Notes.—(*a*) Exclusive of four vessels supposed to have been lost.
(*b*) Does not include the 400 pilgrims lost in the *Hydree*, and 428 in the *Farad* both wrecked in the Red Sea; nor the Masters and crew of both these vessels.
(*c*) Not including the Masters and crew of the *Ariadne* and *Coda Bux*, supposed to have foundered.
(*d*) Not including the Master and crew of the *Lady Rawlinson*, supposed to have foundered, and also of the *Fattal Karim, Fattay Rassak, Lady Amherst* and *William Stevenson*. The tonnage of the *Queenstown, City of Palaces, Fattal Karim, Fattay Rassak, Lady Amherst* and *William Stevenson* was not reported, and is, therefore, not included.
(*e*) The number lost on the *Essex* was not reported.
(*f*) Does not include the missing ship *Nebo*.
(*g*) Does not include the number of lives supposed to be lost in the *Lamport*.
(*h*) Not including the tonnage of one British Indian and two Native crafts not given.
(*i*) Not including the tonnage of one British steam Launch, three British Indian vessels and one Native craft not given.
(*j*) Exclusive of the tonnage of three British Indian vessels not given.
(*k*) Not including the tonnage of one British flat and two Native crafts not given.
(*l*) Not including the tonnage of three British and two British Indian vessels not given.
(*m*) Not including the tonnage of one British Indian vessel and four Native crafts not given.
(*n*) Not including the tonnage of two British Indian vessels and two Native crafts not given.
(*o*) Not including the tonnage of one British Indian vessel and two Native crafts not given.

TABULAR STATEMENT OF THE WRECKS

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

D.—WRECKS reported in Indian

No.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
1	CARGO BOAT No. 1	British Indian	26	Calcutta	Chittagong
2	ALICE	British composite brig.	320	Do.	Sandheads
3	PREMSAVAI	British Indian	9	Mahuva	Tankari
4	VITHAL PRASAD	Do. do.	28	Karwar	Kumpta
5	HARIPASSA	Native craft	34	Salaya	Pindhara and Bombay
6	KHENGTI	British Indian	17	Bombay	Dabhol
7	MUSSAFA	Native craft	300	Bundar Abas	Veraval and Bombay
8	AMARYLLIS	British screw steamer.	2,587	Calcutta	Bombay
9	CARGO BOAT No. 25	British Indian	26	Mangalore	Manjeshwar
10	SAFEENA	Do. do.	63	Cochin	Calicut and Veraval
11	REHMANI	Native craft	68	Karachi	Veraval
12	RUPAREL	British Indian	23	Mahuva	Bhavnagar
13	LABISZ	German screw steamer.	2,878	Hamburg	Australia
14	NARRAINPUSSA	British Indian	Not given	Karachi	Dwarka
15	AN UN-NAMED CARGO BOAT	Native craft	15	Calcutta	Midnapur
16	MANIK PRASAD	British Indian	30	Jafrabad	Surat and Bombay
17	LABHSAWAY	Native craft	82	Porbandar	Bombay
18	PALAKHI	Do. do.	98	Do.	Do.
19	DWARKUMPASSA	Do. do.	119	Malipuram	Mangalore
20	LAXMIPRASAD	British Indian	49	Bhavnagar	Matvad
21	MUMBAI SALAMATI	Do. do.	29	Bombay	Broach
22	TONA SAN FRANCISCO XAVIER	Native craft	19	Shirali	Karwar
23	MACHHERY	British Indian	6	Aliabet	Gogha
24	PIR PAN	Do. do.	84	Bombay	harbour
25	FATHAL RAHAMAN	Do. do.	999	Calcutta	Muscat
26	DHUNPRASAD	Do. do.	51	Bombay	harbour
27	LYNX	British paddle steamer.	75	Plying in the	Hughli river
28	RAMPRASAD	British Indian	80	Bombay	harbour
29	CARGO BOAT No. 574	Native craft	62	Plying in the	Hughli river
30	SIR JOHN JACKSON	British screw steamer	2,767	Sabang	Marseilles
31	PANKHIDO	Native craft	Not given	Bombay	Diu
32	AN UN-NAMED BATELLA	British Indian	55	Bombay	harbour
33	PUXTON	Do. do.	20	Jangle Bukhurro	Karachi
34	NARAYANPASSA	Do. do.	175	Calicut	Rangoon
35	HARIPRASAD	Do. do.	102	Cochin	Bombay
36	SITTAMBARAM SWEGAMA SUNTHARI.	Do. do.	217	Point Pedro	Jaffna and Akyab
37	HUSSEIN BUG	Do. do.	138	Jamnagar	Calicut and Rangoon
38	GANESH PRASAD	Do. do.	37	Revdunda	Cochin
39	MAHMOODI	Native craft	Not given	Bahrein	Karachi and Bombay
40	RUPAREL	British Indian	16	Karanja	Surat
41	SRI JAYALETSHUMI NARASIMMASWAMI.	Do. do.	64	Masulipatam	Jaffna

waters during the year 1908.

Date of wreck.	Position of wreck and name of shoal, etc.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
January 1st	Lat. 21°30′ N., Long. 91°00′ E.	Bay of Bengal	Foundering.—Tides and currents.	All lost	None lost.
Do. 2nd	Sandheads	Do. do.	Fire.—Accidental	No cargo	Do.
Do. do.	Mouth of the Dhadhar river	Gulf of Cambay	Stranding.—Tides and currents.	All lost	Do.
Do. 3rd	Bombay harbour	Bombay coast	Do. Do. do.	Partially damaged.	Do.
Do. 10th	In the vicinity of Miani	Kathiawar coast	Do. Heavy weather	All lost	Do.
February 1st	Near Alibag Fort	Bombay do.	Do. Do. do.	Partially lost and partially damaged.	Do.
Do. 2nd	Near Dantivra	Do. do.	Do. Do do.	Do.	Do.
Do. 7th	Vendaloos Point	Ceylon do.	Do. Error of the Master	Do.	Do.
Do. 14th	Near Manjeshwar port	Malabar do.	Do. Do. do. Tindal	No cargo	Do.
Do. 19th	Near Kennery islands	Bombay do.	Sprung a leak.—Tides and currents.	Partially lost and partially damaged.	Do.
Do. 22nd	Near Jakhau	Gulf of Cutch	Stranding.—Heavy weather	Do.	Do.
Do. 28th	On the sand bank, opposite Gopnath.	Gulf of Cambay	Capsized.—Tides and currents.	All lost	Do.
March 16th	Lat. 22°35′ N., Long. 36°32′ E.	Red sea	Stranding.—Error of the Master.	Do.	Do.
Do. 21st	South of Manora	Sind coast	Capsized.—Heavy weather	Do.	Do.
April 11th	Near Kidderpore Docks	Hughli river	Do. —Tides and currents	Do.	4 lives lost.
Do. 13th	South of the Arnalla port	Bombay coast	Stranding.—Heavy weather	Do.	None lost.
Do. 16th	Near Navibandar	Kathiawar coast	Do. —Error of the Tindal	Do.	Do.
Do. 24th	Madhavpur	Do. do.	Foundering.—Heavy weather	Do.	Do.
May 3rd	Off Cannanore	Malabar do.	Capsized. Do.	Sand ballast	Do.
Do. 10th	Near Hajira	Gulf of Cambay	Sprung a leak. Do.	No cargo	Do.
Do. 11th	In the Navasari creek	Do. do.	Foundering. Do.	All lost	Do.
Do. 14th	Near Tadri port	Bombay coast	Capsized. Do.	Do.	Do.
Do. 24th	Near Gogha	Gulf of Cambay	Stranding. Do.	Do.	Do.
June 12th	Bombay harbour	Bombay coast	Fire.—Unknown	Do.	3 lives lost.
Do. 21st	Lat. 17° 29′ N., Long. 93° 40′ E.	Bay of Bengal	Dismasted.—Heavy weather	Sand ballast	None lost.
July 2nd	Bombay harbour	Bombay coast	Stranding.—Tides and currents	None lost	Do.
Do. 16th	Off Seebpur	Hughli river	Collision with a derelict—Accidental.	No cargo	Do.
Do. 30th	Bombay harbour	Bombay coast	Stranding.—Accidental	All lost	Do.
September 13th	Off Nimtolla Ghat, Calcutta	Hughli river	Collision with the ferry steamer "*Nurmehal*."—Error of the Serang of that vessel.	Do.	Do.
Do. 26th	Off Batticaloa	Ceylon coast	Stranding —Absence of light on Beacon Rock.	None lost	Do.
October 10th	Near Vesava	Bombay do.	Foundering.—Sprung a leak	All lost	Do.
Do. 16th	Bombay harbour	Do do.	Do. Do.	Do.	Do.
Do. 19th	Hajamrao mouth, river Indus	Sind do.	Stranding.—Tides and currents	Partially lost	Do.
November 3rd	Near Basses light	Ceylon do.	Do. —Heavy weather	All lost	Do.
Do. 4th	Cochin bar	Malabar do.	Do. —Tides and currents	Partially lost	Do.
Do. 11th	Akyab harbour	Burma do.	Foundering.—Heavy weather	All lost	1 life lost.
Do. 12th	Near Savage island light-house.	Do. do.	Do. Do.	Do.	9 lives lost.
Do. 24th	Cochin bar	Malabar do.	Stranding.—Error of the Tindal	Partially lost and partially damaged.	None lost.
December 9th	Bushire harbour	Persian Gulf	Foundering.—Heavy weather	Partially lost	2 lives lost.
Do. 25th	Off Dahanu port	Bombay coast	Stranding. Do.	All lost	4 do.
Do. 30th	Near Shiyali	Madras do.	Do. Do.	Do.	None lost.

TABULAR STATEMENT OF THE CASUALTIES

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

E.—CASUALTIES reported in Indian

No.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
1	CLAN SHAW	British screw steamer.	2,503	Glasgow	Madras and Calcutta
2	DHANPRASAD	Do. Indian	20	Dahanu	Navsari
3	LAWOE	Do. screw steamer.	1,817	Colombo	Tuticorin
4	MOHAMAD BUX	Do. Indian	145	Mangalore	Colombo
5	LAKHMIPASSA	Native craft	34	Veraval	Bombay and Porbandar
6	FUTHA RAHAMAN	British Indian	75	Bombay	Cochin
7	MAHAGIRI JANKI	Do. do.	27	Kalyan	Bombay
8	BAVARIA	Do. screw steamer.	3,005	Glasgow	Calcutta and Rangoon
9	ITOLA	Do. do.	3,402	Calcutta	Rangoon
10	RUPAREL	Native craft	14	Panwel	Mahuwa
11	VITHALPASSA	Do. do.	24	Kallai	Porbandar
12	RUPAREL	British Indian	31	Surat	Bombay
13	NURMEHAL	Do. twin screw steamer.	118	Employed by the Port Commissioners, Calcutta	
14	CARGO BOAT No. 17	British Indian	Not given	Plying in the Hughli river	
15	BRAZILIANA	Do. screw steamer.	2,439	Cardiff	Colombo and Calcutta
16	ELENI	Greek do.	1,149	Odessa	Suez and Yambo
17	GLENOGLE	British do.	2,399	Rangoon harbour	
18	LAKSHMIPASSA	Native craft	21	Bulsar	Porbandar
19	DARIA DOWLAT	British Indian	7	Malpe	Devgad
20	ONIPENTA	Do. screw steamer.	3,420	Rangoon	Bombay
21	WEARMOUTH	Do. do.	2,340	Calcutta	Do.
22	TRANQUEBAR	Danish do.	2,227	Copenhagen	Colombo and Hongkong
23	ITRIA	British do.	3,401	Calcutta	Rangoon
24	KOHINUR	Do. do.	1,404	Do.	Chittagong and Rangoon
25	LINDULA	Do. do.	2,183	Rangoon	Madras
26	ASSYRIA	Do. do.	4,105	Glasgow	Calcutta and Port Said
27	KADERI	Do. Indian	10	Kasargad	Bombay
28	IVYDENE	Do. screw steamer.	2,278	Madras	Akyab and Calcutta
29	CARIMSHAI	Do. Indian	36	Bambto	Karachi
30	YESWANTY	Do. do.	31	Mora	Calicut

waters during the year 1908.

Date of casualty.	Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
January 1st	Below Budge Budge	Hughli river	Stranding.—Error of the Pilot.	None lost	None lost.
Do. 6th	In the Navsari creek	Gulf of Cambay	Do. Tides and currents.	Partially lost.	Do.
Do. 8th	12 miles off Colombo harbour.	Ceylon coast	Collision with the *Mohamad Bux*.—Error of the Tindal of that vessel.	No cargo	Do.
Do. do.	Do. do. do.	Do. do.	Do. with the S.S. *Lacoe*.—Error of the Tindal.	Do.	Do.
Do. 11th	Near Navibandar	Kathiawar coast	Foundering.—Heavy weather	Partially lost and partially damaged.	Do.
Do. 13th	On the Cochin bar	Malabar do.	Stranding. Do.	Partially lost	Do.
Do. 14th	In the Thana creek	Bombay do.	Do. Do.	All lost	Do.
Do. do.	Rangoon river	Burma do	Collision with the mooring chain of the S.S. *Chindwin*.—Tides and currents.	Water ballast.	Do.
Do. 16th	Do. harbour	Do. do.	Stranding.—Unavoidable	None lost	Do.
Do. 21st	On her way to Tarapur	Bombay do.	Do. Heavy weather	All lost	Do.
Do. 24th	Near Karwar	Do. do.	Sprung a leak. Do.	Partially lost.	Do.
Do. do.	In the Tapti creek	Gulf of Cambay	Stranding.—Tides and currents.	Partially lost and partially damaged.	Do.
Do. do.	Near Juggernath Ghat, Calcutta.	Hughli river	Collision with the *Cargo boat No. 17*.—Error of the Serang.	No cargo	Do.
Do. do.	Do. do.	Do. do.	Do. with the steamer *Nurmehal*.—Error of the Serang of that vessel.	Partially damaged.	Do.
Do. do.	Colombo harbour	Ceylon coast	Do. with a buoy.—Accidental.	In ballast	Do.
Do. 27th	Outside Jeddah	Red sea	Stranding.—Tides and currents.	Pilgrims	12 lives lost.
Do. 29th	Rangoon harbour	Burma coast	Fire.—Unknown	None lost	None lost.
February 2nd	Navibandar	Kathiawar coast	Foundering.—Heavy weather	Partially lost	Do.
Do. 3rd	In the Malpe port	Malabar do.	Stranding. Do.	All lost	Do.
Do. 7th	Rangoon harbour	Burma do.	Collision with the *Cargo boat No. 56*.—Tides and currents.	None lost	Do.
Do. 12th	At Royapur Reach	Hughli river	Stranding.—Defective steering gear.	Do.	Do.
Do. do.	Between Aden and Colombo	Arabian sea	Damage to steering gear.—Heavy weather.	Do.	Do.
Do. 14th	Rangoon harbour	Burma coast	Collision with the S.S. *Kohinur*.—Tides and currents.	Do.	Do.
Do. do.	Do. do.	Do. do.	Do. with the S.S. *Itria*.—Tides and currents.	Do.	Do.
Do. 17th	Do. do.	Do. do.	Do. with the *Cargo boat No. 1219*.—Error of the Tindal of the boat.	Do.	Do.
Do. 18th	Do. do.	Do. do.	Do. with the *Cargo boat No. 681*.—Tides and currents.	Do.	Do.
Do. 20th	3 miles off Varawda	Bombay do.	Capsized.—Heavy weather	All lost	Do.
Do. 23rd	On Oyster reef	Burma do.	Stranding.—Error of the Master and the 2nd Mate.	Partially lost and partially damaged.	Do.
Do. 26th	Near the Hajamrao, mouth of the river Indus.	Sind do.	Do. Tides and currents.	Do.	Do.
Do. 29th	Calicut inner anchorage	Malabar do.	Do. Error of the Tindal.	Partially lost.	Do.

E.—CASUALTIES reported in Indian

No.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
31	JAMNA PRASAD	British Indian	17	Kalyan	Bombay
32	CLAN GRANT	Do. screw steamer.	2,505	Glasgow	Madras and Chittagong
33	ORISSA	Do. do.	3,528	Akyab	Calcutta
34	INVERNESS	Do. do.	2,401	Calcutta	Colombo
35	FATHAL KHAIR	Native craft	152	Bandar Abbas	Calicut and Mangalore
36	PSYCHE	British steam launch	Not given.	Employed by the Port Commissioners, Calcutta	
37	BEATRICE	Do. do.	Do.	At Calcutta	
38	LORD KELVIN	Do. screw steamer.	2,158	Madras	Calcutta
39	LUXMIPRASSAD	Do. Indian	49	Cochin	Bownuggur
40	LIGHTNING	Do. screw steamer.	2,122	Calcutta	Penang
41	LOCH TAY	Do. do. do.	3,416	Do.	Bombay
42	MATMAOLI	Do. Indian	10	Kalyan	Do.
43	CONGELLA	Do. screw steamer	1,022	Natal	Colombo and Calcutta
44	DHANPRASAD	Do. Indian	20	Bombay	Manori
45	PLANET	Do. light ship (steam).	Not given	Employed by the Port Commissioners, Calcutta	
46	MOULMEIN	Do. Inland steamer.	691	Calcutta	Assam
47	RAMPRASAD	Do. Indian	14	Arnalla	Bombay
48	VITHALPRASAD	Do. do.	22	Dantivta	Broach
49	MAMADEVI	Native craft	50	Bilimora	Porbandar
50	SHEIKH	British screw steamer	2,828	Barry	Calcutta and Bombay
51	BARBARIGO	Italian do. do.	2,821	Colombo	Venice
52	PALKI	British Indian	36	Keti Bundar	Karachi
53	SALAMATPASSA	Native craft	79	Calicut	Porbandar
54	RAMBAN	British Indian	7	Harnai	Anjarla and Bankot
55	MATIPRASAD	Do. do.	15	Manori	Bombay
56	CADRIO	Do. do.	7	Karachi	Sakro
57	LALAI	Do. do.	10	Keti Bundar	Do.
58	VITHALPRASAD	Do. do.	15	Degam	Bhavnagar
59	ONIPENTA	Do. screw steamer	3,420	Rangoon	Calcutta
60	SIRSA	Do. do.	1,675	Calcutta	Bombay

waters during the year 1908—*continued.*

Date of casualty.	Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
March 1st	In the Thana creek	Bombay coast	Stranding.—Heavy weather	All lost	None lost.
Do. 2nd	Mouth of the Huldia river	Hughli river	Do. Tides and currents.	None lost	Do.
Do. 3rd	At Fulta point	Do. do.	Do. do.	Do.	Do.
Do. 5th	On Moyapur track	Do. do.	Do. do.	Do.	Do.
Do. do.	North-east of Coatie reef buoy.	Malabar coast	Do. do.	Do.	Do.
Do. 6th	Off Chandpal Ghat, Calcutta.	Hughli river	Collision with the S. L. *Beatrice.*—Tides and currents.	No cargo	Do.
Do. do.	Do. do. do.	Do. do.	Do. with the S. L. *Psyche.*—Tides and currents.	Do.	Do.
Do. 7th	At Munikholi point	Do. do.	Stranding.—Heavy weather	Water ballast	Do.
Do. do.	On the Cochin bar	Malabar coast	Do. Tides and currents.	None lost	Do.
Do. 8th	Off Budge Budge moorings	Hughli river	Collision with the S.S. *Loch Tay.*—Error of the Pilot.	Do.	Do.
Do. do.	Do. do. do.	Do.	Do. with the S. S. *Lightning.*—Error of the Pilot.	Do.	Do.
Do. 10th	In the Thana creek	Bombay coast	Do. with another boat.—Heavy weather.	All lost	Do.
Do. 13th	At Sankral bight	Hughli river	Do. with a *dinghy.*—Error of the Tindal of the dinghy.	In ballast	Do.
Do. 19th	At the entrance to the Manori bunder.	Bombay coast	Sprung a leak.—Heavy weather.	All lost	Do.
Do. 27th	Hastings moorings, Calcutta	Hughli river	Foundering.—Explosion	No cargo	2 lives lost.
Do. 31st	Hiraganj sand	Do. do.	Stranding.—Error of the 2nd Serang.	Partially lost and partially damaged.	None lost.
April 3rd	In the Bhatana creek	Bombay coast	Do. Error of the Tindal.	All lost	Do.
Do. 4th	In the Narbuda creek	Gulf of Cambay	Do. Tides and currents	Partially lost	Do.
Do. do.	Exact place not reported	Kathiawar coast	Foundering.—Heavy weather	Do.	Do.
Do. 5th	Lat. 13° 8′ N., Long. 74° 41′ E.	Malabar do.	Fire.—Spontaneous combustion.	Partially damaged.	Do.
Do. do.	Off Hughli point	Hughli river	Stranding.—Tides and currents.	None lost	Do.
Do. 7th	Hajamrao mouth, river Indus	Sind coast	Do. Heavy weather	All lost	Do.
Do. 9th	Exact spot not reported	Malabar coast	Foundering. Do.	Partially lost	Do.
Do. 10th	On the bar of the Anjarla creek.	Bombay do.	Stranding. Do.	All lost	Do.
Do. 15th	Entrance to the Manori creek	Do. do.	Do. Tides and currents.	Do.	Do.
Do. do.	Near old Gharabari	Sind do.	Capsized.—Heavy weather	Do.	Do.
Do. 16th	In the Jhari creek, river Indus.	Do. do.	Do. Do.	Do.	Do.
Do. 17th	Near Broach	Gulf of Cambay	Stranding.—Tides and currents.	Do.	Do.
Do. do.	Pakuria point	Hughli river	Do. Do.	None lost	Do.
Do. 20th	Garden Reach	Do. do.	Do. Defective steering gear.	Do.	Do.

E.—CASUALTIES reported in Indian

No.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
61	BOHEMIA	British screw steamer	2,061	Rangoon	Colombo and Liverpool
62	KIRBY BANK	Do. do.	2,093	Penarth	Calcutta and Bombay
63	UMTA	Do. do.	3,492	Calcutta	Rangoon
64	ANNAPURNA	Do. Indian	26	Bassein	Bhayndar
65	RAUCHOD PASA	Native craft	18	Rajpuri	Kalyan
66	FATASARIFF	British Indian	30	Broach	Mora
67	LORD KELVIN	Do. screw steamer	2,158	Calcutta	Madras
68	THORNBECK	Do. do.	2,345	Do.	Do.
69	VENNACHAR	Do. do.	2,848	Do.	Karachi
70	NARANPASSA	Native craft	17	Porbandar	Cutch Mandvi
71	NARANPASSA	Do. do.	16	Do.	Lamba
72	DUPLEIX	French screw steamer	1,264	Marseilles	Pondicherry
73	RAJAH	British do. do.	3,634	Cochin	Bassein
74	BHAVANIPRASAD	Do. Indian	37	Bhavnagar	Matvad
75	ARDMOUNT	Do. screw steamer	2,249	Liverpool	Bombay and Akyab
76	SURADA	Do. do. do.	3,400	Rangoon	Calcutta
77	RELIEF	Do. steam launch	Not given	At Cal	cutta
78	AMINA	Do. twin screw steamer.	118	Ramkristopore	Calcutta
79	LADY BLAKE	Do. do.	531	Colombo	Jaffna
80	YESHWANTI	British Indian	7	Bankot	Shrivardhan
81	TAPING	Do, paddle steamer.	376	Rangoon	Mandalay
82	GOLIATH	British screw steamer.	244	Rangoon	harbour.
83	STRATHMILLAN	Do. do.	2,816	Barry	Calcutta and Bombay
84	ALCANA	Do. do.	2,312	Calcutta	Karachi
85	OVERDALE	Do. do.	2,240	Glasgow	Cochin and Akyab
86	PRATIVA	Do. ferry steamer	118	Calcutta	Sibpur
87	BIJOLI	British inland steamer.	60	At	Calcutta
88	CURRIMSHAI	Do. Indian	14	Shah Bunder	Karachi
89	DANDOLO	Italian screw steamer	3,197	Venice	Aden and Karachi
90	LAMA	British do do.	957	Rangoon	Calcutta

waters during the year 1908—*continued*.

Date of casualty.	Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
April 21st	Perim harbour	Red sea	Stranding—Heavy weather	None lost	None lost.
Do. do.	Bombay do.	Bombay coast	Fire.—Spontaneous combustion.	Partially lost and partially damaged.	Do.
Do. 23rd	Rangoon river	Burma do.	Do. Do. of coal.	None lost	Do.
Do. 30th	In the Bassein creek	Bombay do.	Stranding.—Heavy weather	All lost	Do.
May 1st	In the Thana creek	Do. do.	Do. Do.	Do.	Do.
Do. 2nd	In the Auranga creek	Gulf of Cambay	Capsized. Do.	Do.	Do.
Do. 4th	Madras harbour	Madras coast	Fire.—Spontaneous combustion.	Partially damaged.	Do.
Do. do.	Do. do.	Do. do.	Do. Do.	Do.	Do.
Do. 6th	Port of Karachi	Sind do.	Do. Do. of coal.	Do.	Do.
Do. 7th	Near Lamba and Bhogat	Kathiawar do.	Foundering.—Heavy weather	Partially lost	Do.
Do. 8th	Near Miani creek	Do. do.	Do. Do.	Partially damaged.	Do.
Do. 12th	Colombo harbour	Ceylon do.	Collision with the S. S. *Rajah*.—Accidental.	In ballast	Do.
Do. do.	Do. do.	Do. do.	Do. with the S. S. *Dupleix*.— Do.	Do.	Do.
Do. do.	Near Bhagwa	Gulf of Cambay	Stranding.—Heavy weather	No cargo	Do.
Do. 17th	Near Ulubaria	Hughli river	Do. Tides and currents.	None lost	Do.
Do. 19th	Fulta point	Do. do.	Bilging.—Tides and currents	Do.	Do.
Do. 20th	In the vicinity of Chandpalghat, Calcutta.	Do. do.	Collision with the ferry steamer *Amina*.—Error of the Serang of that vessel.	No cargo	Do,
Do. do.	Do. do.	Do. do.	Do. with the S. L. *Relief*.—Error of the Serang.	Do.	Do.
Do. 21st	Pamban channel	Ceylon coast	Stranding.—Tides and currents.	None lost	Do.
Do. 22nd	Near Victoria Fort beacon	Bombay do	Do. Heavy weather	Partially damaged.	Do.
Do. 22nd	Rangoon harbour	Burma coast	Collision with the S.S. *Goliath*.—Heavy weather	No cargo.	Do.
Do. do.	Do. do.	Do. do.	Do. with the S.S *Taping*.—Heavy weather.	Do.	Do.
Do. 24th	Bombay do.	Bombay do.	Fire.—Spontaneous combustion	Partially lost	Do.
Do. 29th	Brul sand	Hughli river	Stranding.—Accidental	None lost	Do.
May —	Lat. 17°28′N., Long. 91°40′ E.	Bay of Bengal	Damage to helm.—Accidental	Water ballast	Do.
June 8th	Off Sibpur ghat	Hughli river	Collision with the Steamer *Bijoli*.—Error of the Serang.	No cargo	Do.
Do. do.	Do. do.	Do. do.	Do. with the ferry steamer *Prativa*. - Error of the Serang of that vessel.	Do.	Do.
Do. 9th	Near Karachi	Sind coast	Capsized.—Heavy weather	Partially lost	Do.
Do. 11th	Lat. 15°12′N., Long. 51°30′E.	Gulf of Aden	Stranding.—Error of the Master	None lost	Do.
Do. do.	Rangoon river	Burma coast	Collision with a *Cargo boat*.—Error of the Tindal of the boat.	Do.	Do.

E.—CASUALTIES reported in Indian

No.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
91	CLYDESDALE	British screw steamer.	2,296	London	Calcutta and Karachi
92	LAMA	Do. do.	957	Calcutta	Rangoon
93	PETRONIA	Russian do.	3,154	Antwerp	Suez and Japan
94	NORMAN ISLES	Norwegian do.	2,190	Bangkok	Colombo and Antwerp
95	NAIRN	British do.	2,324	Calcutta	Madras
96	SHIRLEY	Do. do.	2,198	Do.	Mandapam
97	VENNACHAR	Do. do.	2,848	Bassein	Colombo and Port Said
98	ONIPENTA	Do. do.	3,420	Rangoon	Bassein and Calcutta
99	STRATHAVON	Do. do.	2,830	Liverpool	Singapore and Calcutta
100	OBRA	Do. do.	3,521	Akyab	Calcutta
101	CARGO BOAT No. 1	Do. Indian	Not given	Plying in the	Hughli river
102	OBRA	Do. screw steamer	3,521	Akyab	Calcutta
103	HOLYWELL	Do. do.	3,059	Madras	Dunkirk and Hull
104	SHAH JEHAN	Do. do.	2,567	Bombay	Rangoon and Calcutta
105	PASSENGER BOAT	Native craft	Not given	Rohri	Zendapir
106	OOLOBARIA	British screw steamer.	3,437	Akyab	Calcutta
107	JATTRA	Do. twin screw steamer.	138	Calcutta	Chandbally
108	PUNDUA	Do. screw steamer.	2,126	Tuticorin	Colombo and Calcutta
109	TURKISHTAN	Do. do.	2,899	Zanzibar	Karachi and Hull
110	CHUPRA	Do. do.	3,954	London	Suez and Karachi
111	JATTRA	Do. twin screw steamer.	138	Calcutta	Chandbally
112	AMINA	Do. do.	118	Sibpur	Calcutta
113	ORIENTAL	Do. steam launch	Not given	Plying in the	Hughli river
114	KALI	Do. do.	38	Calcutta	harbour
115	AMINA	Do. twin screw steamer.	118	Calcutta	Sibpur
116	KAMALPUR	Do. steam launch.	80	Plying in the	Hughli river
117	RUBY	Do. do.	Not given	Do. do.	do.
118	MUNCASTER CASTLE	Do. screw steamer.	3,050	Kobe	Singapore and New York
119	SAMNUGGUR	Do. steam launch	Not given	Plying in the	Hughli river
120	AMINA	Do. twin screw steamer.	118	Ramkristopore	Calcutta

waters during the year 1908—*continued.*

Date of casualty.	Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
June 15th	Karachi harbour	Sind coast	Stranding.—Error of the Pilot	None lost.	None lost.
Do. 16th	Huldia Channel	Hughli river	Do. do	Do.	Do.
Do. do.	Off Sokotra island	Gulf of Aden	Fire.—Accidental.	Partially damaged	Do.
Do. 26th	Ras Alula	Do. do.	Stranding.—Tides and currents.	None lost	Do.
June —	Garden Reach	Hughli river	Do. do.	Do.	Do.
July 1st	Jellingham channel	Do. do.	Do. Accidental	Do.	Do.
Do. 2nd	Gafaru Atoll in Maldive islands	Indian Ocean	Do. Tides and currents.	Do.	Do.
Do. 3rd	Bassein river outer bar	Burma coast	Do. do.	Do.	Do.
Do. 4th	Sandheads	Bay of Bengal	Damage to Engines.—Heavy weather.	No cargo	Do.
Do. do.	Kidderpore Dock	Hughli river	Collision with *Cargo boat No. 1*—Heavy weather.	Do.	Do.
Do. do.	Do. do	Do. do.	Do. with the S.S. *Obra*—Heavy weather.	None lost	Do.
Do. do.	No. 2 Berth, Kidderpore Dock.	Do. do.	Do. with the S.S. *Holywell.*—Heavy weather.	No cargo	Do.
Do. do.	Do. do.	Do. do.	Do. with the S.S. *Obra.*—Heavy weather.	None lost	Do.
Do. 9th	Rangoon river	Burma coast	Stranding.—Error of the Master	Do.	Do.
Do. 12th	Indus river	Sind do.	Capsized.—Error of the Tindal	No cargo	17 lives lost.
Do. 15th	Off Saugor lighthouse	Hughli river	Collision with the lower Saugor flat buoy.—Error of the Pilot.	None lost	None lost.
Do. do.	Near Sankral Reach	Do. do.	Do. with a *Cargo boat.* Accidental.	Do.	Do.
Do. 17th	Ninan flats	Do. do.	Do. with the upper Ninan flat buoy.—Defective steering gear.	No cargo	Do.
Do. do.	Karachi harbour	Sind coast	Damage to feed pumps.—Unavoidable.	None lost	Do.
Do. do.	Do. do.	Do. do	Stranding —Tides and currents.	Do.	Do.
Do. 20th	Dhamrah river	Orissa coast	Do. —Heavy weather	Do.	Do.
Do. 21st	Off Chandpal ghat, Calcutta	Hughli river	Collision with the S. L. *Oriental.*—Error of the Serang.	No cargo	Do.
Do. do.	Do. do	Do. do.	Do. with the ferry steamer *Amina.*—Error of the Serang.	Do.	Do.
Do. 23rd	Off Sibpur ghat	Do. do.	Do. with the ferry steamer *Amina.*—Error of the Serang.	Do.	Do.
Do. do.	Do. do.	Do. do.	Do. with the S. L. *Kali*—Error of the Serang.	Do.	Do.
Do. do.	Off Chandpal ghat, Calcutta	Do. do.	Do. with the S. L. *Ruby.*—Error of the Serang.	Do.	Do.
Do. do.	Do. do.	Do. do.	Do. with the S. L. *Kamalpur.*—Error of the Serang.	Do.	Do.
Do. 27th	Lat. 12°10'N., Long. 44°27' E.	Gulf of Aden	Fire.—Spontaneous combustion	Partially lost and partially damaged.	Do.
Do. 30th	Howrah bridge	Hughli river	Collision with the Howrah Bridge—Error of the Serang.	No cargo	Do.
August 17th	Off Chandpal ghat, Calcutta	Do. do.	Do. with a *Cargo boat.*—Tides and currents.	Do.	Do.

No.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
121	MATIN	British screw steamer	2,433	Calcutta	Bombay
122	PUNDUA	Do. do.	2,126	Do.	Colombo
123	ALABAMA	American do.	1,372	At anchor at Colombo harbour	
124	WARWICKSHIRE	British do	3,064	Liverpool	Colombo and Rangoon
125	CARGO BOAT No. 438	Do. Indian	Not given	Plying in the Rangoon river	
126	BRETZ HUEL	French screw steamer	3,074	New York	Port Said and Tsington
127	LARGO LAW	British do.	2,541	South Shields	Calcutta and Karachi
128	KOHIMA	Do. paddle steamer.	71	Calcutta	Naraingunge
129	KASARA	Do. screw steamer	505	Busreh	Ormara and Karachi
130	CARGO BOAT No. 49	Do. Indian	25	Plying in the Hughli river	
131	RANEE	Do. screw steamer	3,634	Java	Calcutta
132	ROON	German twin screw steamer.	5,034	Fremantle	Bremen
133	ECLIPSE	British steam launch	90	Plying in the Hughli river	
134	EDINBURGH	Do. flat	600	Calcutta	Naraingunge
135	EARL OF DOUGLAS	Do. screw steamer	2,761	Port Kembla	Colombo and Newcastle
136	NURMEHAL	Do. twin screw steamer.	118	Employed by the Port Commissioners, Calcutta	
137	SANCTORIA	Do. screw steamer	2,378	Calcutta	Bombay
138	SHAH JEHAN	Do. do.	2,567	In moorings at Calcutta	
139	ISMAILA	Do. do.	3,381	Rangoon	Segaf and Calcutta
140	CLIFTONHALL	Do. do.	2,532	Cardiff	Rangoon
141	ILSHA	Do. Inland steamer.	105	Do.	Senhati and Khulna
142	LAMA	Do. screw steamer	957	Rangoon	Calcutta
143	GOLCBARIA	Do. do.	3,437	Samarang	Do.
144	MANATON	Do. do.	2,623	Karachi	Do.
145	PEGU	Do. do.	2,512	Glasgow	Moulmein and Rangoon

waters during the year 1908—*continued.*

Date of casualty.	Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
August 17th	At Munikholi Point	Hughli river	Stranding.—Tides and currents	None lost	None lost.
Do. 19th	Colombo harbour	Ceylon coast	Collision with the S. S. *Alabama.*—Error of the Pilot.	In ballast	Do.
Do. do.	Do. do.	Do. do.	Do. with the S. S. *Pundua.*—Error of the Pilot of that vessel.	None lost	Do.
Do. 22nd	Rangoon river	Burma do.	Do. —*Cargo boat No. 438* collided with *Warwickshire's* propeller and sank.—Error on the part of the cargo boat Tindal.	Do.	Do.
Do. do.	Do. do.	Do. do.	Do. with the S. S. *Warwickshire.*—Error of the Tindal.	All lost	Do.
Do. 26th	Off north coast of Perim	Red sea	Stranding.—Heavy weather	Partially lost.	Do.
Do. 27th	Near Karachi	Sind coast	Do. Error of the Master	None lost	Do.
Do. 28th	Off Hughli Point	Hughli river	Collision with the Waterloo wreck buoy.—Error of the Serang.	No cargo	Do.
Do. do.	Off Ras Ormara	Beluchistan coast	Explosion of combustibles.—Unknown.	None lost	Do.
Do. 30th	Off No. 6 Jetty, Calcutta	Hughli river	Collision with the mooring chain of the S. S. *Gwalior.*—Tides and currents.	Partially lost.	Do.
Do. 31st	Upper College Sand buoy	Do. do.	Do. with the Upper College Sand buoy.—Tides and currents.	None lost	Do.
September 2nd.	Colombo	Ceylon coast	Fire.—Unknown	Partially damaged.	Do.
Do. 6th	Off Shalimar	Hughli river	Collision with the flat *Edinburgh.*—Error of the Serang.	No cargo	Do.
Do. do.	Do. do.	Do. do.	Do. with the S. L. *Eclipse.*—Error of the Serang of that vessel.	None lost	Do.
Do. 8th	Exact place not reported	Indian Ocean	Fire.—Unknown	Partially damaged.	Do.
Do. 13th	Off Nimtolla ghat, Calcutta	Hughli river	Collision with *Cargo boat No. 574.*—Error of the Serang.	No cargo	Do.
Do. 16th	Garden Reach	Do. do.	Do. with the S. S. *Shah Jehan.*—Error of the Engineer.	None lost	Do.
Do. do.	Do. do.	Do. do.	Do. with the S. S. *Sanctoria.*—Error of the Engineer of that vessel.	Do.	Do.
Do. do.	Lat. 14°35′ N., Long. 93° 18½′ E.	Bay of Bengal	Damage to crank shaft.—Accidental.	Do.	Do.
Do. do.	Aden harbour	Gulf of Aden	Fire.—Unknown	Do.	Do.
Do. 19th	In the Bhairab river	Eastern Bengal	Collision with a ferry boat—Error of the Tindal of the boat.	Do.	Do.
Do. 21st	Abreast of harbour beacon, Rangoon river.	Burma coast	Stranding.—Error of the Pilot	Do.	Do.
Do. 24th	Calcutta	Hughli river	Collision with the Kidderpore Dock wall—Accidental.	Do.	Do.
Do. 27th	Lat. 21° 39′ N., Long. 67° 34′ E.	Arabian sea	Damage to Intermediate crank shaft.—Unknown.	In ballast	Do.
October 1st	In the Moulmein river	Burma coast	Stranding.—Tides and currents	None lost	Do.

E.—CASUALTIES reported in Indian

No.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
146	FULTALA	British screw steamer	2,702	Moulmein	Rangoon
147	FATHABUL KHAIR	Do. Indian	26	Tellicherry	Mangalore
148	JAPAN	Do. screw steamer.	3,806	Penang	Calcutta
149	AMINA	Do. twin screw steamer.	118	Calcutta	Sulkea
150	CARGO BOAT No. 8	Native craft	25	Plying in the Hughli river	
151	SPRINGBURN	British screw steamer	3,173	Calcutta	Karachi
152	SAKHARI SALAMATI	Do. Indian	10	Trombay	Thana
153	VIJALI PRASAD	Do. do.	12	Sawta	Broach
154	NAWRATAN	Do. do.	14	Belapur	Thana
155	HIMALAYA	French twin screw steamer.	3,564	Marseilles	Pondicherry and Calcutta
156	CITY OF CALCUTTA	British screw steamer	4,786	Liverpool	Suez and Calcutta
157	YESHWANTI	Do. Indian	17	Trombay	Thana
158	DARYA DOWLAT	Do. do.	9	Do.	Do.
159	RAJAH	Do. screw steamer	3,634	Calcutta	Java
160	ALAGIANYAGHEE	Do. Indian	161	Kaits	Point Pedro and Akyab
161	MEANATCHY SUNDARAM	Do. do.	174	Point Pedro	Kaits and Akyab
162	THANALATCHMY	Do. do.	192	Do.	Do. do.
163	HALIA	Do. do.	175	Kaits	Akyab
164	PATUCUL CANI	Do. do.	130	Adirampatam	Do.
165	VADIVALAGI	Do. do.	135	Pamban	Do.
166	THYRIALETCHMY	Do. do.	171	Karikal	Jaffna and Akyab
167	YESHWANTI	Native craft	7	Malpi harbour	
168	CURLEW	British twin screw steamer.	310	Chandbally	Calcutta
169	MERGUI	Do. Inland steamer.	398	Calcutta	Cachar
170	DOLATPASHA	Native craft	49	Porbandar	Bombay
171	LIGHT-SHIP TORCH'S BOAT	British boat	Not given	At the Sandheads	
172	CLAVERESK	Do. screw steamer.	2,441	Cardiff	Port Said and Suakin
173	LOCH TAY	Do. do. do.	3,416	Barry	Karachi and Dundee
174	BHAMO	Do. stern wheeler	125	Mandalay	Maubin and Rangoon
175	SURYABAN	Do. Indian	13	Kalyan	Bombay
176	SORASI	Do. Inland steamer.	102	Plying in the Hughli river	
177	KAMALPUR	Do. steam launch	Not given	Do.	do.

waters during the year 1908—*continued*.

Date of casualty.	Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
October 1st	In the Moulmein river	Burma coast	Stranding.—Heavy weather	None lost	None lost.
Do. 4th	Mangalore harbour	Malabar coast	Do. Error of the Tindal.	Partially lost	Do.
Do. 7th	Near Andaman islands	Bay of Bengal	Fire.—Unknown	Do. damaged.	Do.
Do. 25th	Off Burra Bazar ghat, Calcutta.	Hughli river	Collision with *Cargo boat No. 8.*—Error of the Tindal of the boat.	No cargo	Do.
Do. do.	Do. do.	Do. do.	Do. with the ferry steamer *Amina*.—Error of the Tindal.	Partially damaged.	Do.
Do. 16th	Kulpi Roads	Do. do.	Stranding.—Accidental	None lost	Do.
Do. 19th	Off Trombay wharf	Bombay coast	Foundering.—Heavy weather	Partially lost and partially damaged.	Do.
Do. 28th	In the Sawta creek	Do. do.	Stranding.—Tides and currents	Partially lost	Do.
Do. do.	Close to the Trombay Barge	Do. do.	Foundering.—Heavy weather	All lost	Do.
Do. 29th	Colombo harbour	Ceylon do.	Collision with the S. S. *City of Calcutta*. — Tides and currents.	None lost	Do.
Do. do.	Do. do.	Do. do.	Do. with the S. S. *Himalaya*.—Tides and currents.	Do.	Do.
Do. 31st	Trombay port	Bombay do.	Stranding.—Accidental	Partially lost	Do.
November 9th	Do. do.	Do. do.	Do. Error of the Tindal.	All lost	Do.
Do. 11th	Near Waterloo wreck buoy	Hughli river	Do. Accidental	None lost	Do.
Do. do.	Akyab harbour	Burma coast	Do. Heavy weather	In ballast	Do.
Do. do.	Do. do.	Do. do.	Do. do.	None lost	Do.
Do. do.	Do. do.	Do. do.	Do. do.	In ballast	Do.
Do. 12th	Do. do.	Do. do.	Do. do.	Do.	Do.
Do. do.	Do. do.	Do. do.	Do. do.	Do.	Do.
Do. do.	Do. do.	Do. do.	Do. do.	Do.	Do.
Do. do.	Do. do.	Do. do.	Do. do.	None lost	Do.
Do. do.	Off Malpi	Malabar do.	Collision with a steamer.—Error of the Tindal.	No cargo	Do.
Do. 25th	Off Kudumtolla ghat, Calcutta	Hughli river	Do. with the Inland steamer *Mergui*.—Strong tides and foggy weather.	Do.	Do.
Do. do.	Do. do.	Do. do.	Do. with the S. S. *Curlew*.—Do do.	None lost	Do.
Do. 27th	Near Chorwar	Kathiawar coast	Stranding.—Error of the Tindal.	Partially lost	Do.
December 2nd	Lat. 19°10' N., Long 88° 55' E.	Bay of Bengal	Boat leaving light-vessel unable to return, drifting into Bay of Bengal.—Strong wind and currents.	No cargo	1 life lost.
Do. 4th	South of Suakin entrance	Red sea	Stranding.—Error of the Master	None lost	None lost.
Do. 7th	Calcutta	Hughli river	Fire.—Unknown	Partially damaged.	Do.
Do. 8th	Rangoon harbour	Burma coast	Collision with a steam launch.—Accidental.	None lost	Do.
Do. 19th	In the Thana creek	Bombay do.	Stranding.—Error of the Tindal.	All lost	Do.
Do. 22nd	Abreast of Baboo Ghat, Calcutta	Hughli river	Collision with the S. L. *Kamalpur*.—Error of the Serang.	No cargo	Do.
Do. do.	Do. do.	Do. do.	Do. with the Inland steamer *Sorasi*.—Error of the Serang.	Do.	Do.

E.—CASUALTIES reported in Indian

No.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
178	RYDAL HALL	British screw steamer.	2,139	Marmagao	Marseilles and Pondicherry
179	SITHONIA	German do.	4,235	Yokohama	Penang and Hamburg
180	NARANPRASAD	British Indian	21	Broach	Dantivra
181	KASHIPRASAD	Do. do.	25	Bombay	Broach
182	DOWRAH	Do. flat	1,046	Calcutta	Assam
183	NAVADURGA	Native craft	366	Narayangunge	Calcutta
184	SRI LAKSHMI NARAYANA	British Indian	98	Masulipatam	Jaffna

waters during the year 1908—*concluded.*

Date of casualty.	Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
December 24th .	Cuddalore roads . . .	Madras coast .	Fire.—Spontaneous combustion.	Partially damaged.	None lost.
Do. 26th .	Near Point de Galle . .	Ceylon do. . .	Do. Do. .	Partially lost and partially damaged.	Do.
Do. do. .	In the Dantivra creek .	Bombay do. . .	Stranding.—Heavy weather .	Do. .	Do.
Do. do. .	Off Arnalla Bander . .	Do. do. . .	Do. Do. .	Do. .	Do.
Do. 28th .	In the Terra Banka river .	Sunderbans . .	Collision with the flat *Navadurga.*—Error of the Serang of the towing steamer.	None lost .	Do.
Do. do. .	Do. do . .	Do. . . .	Do. with the flat *Dowrah.* Error of the Serang of the towing steamer.	Partially damaged.	Do.
Do. 31st .	2 miles north of Negapatam .	Madras coast .	Stranding.—Heavy weather .	Partially lost and partially damaged.	Do.

CALCUTTA
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8, HASTINGS STREET

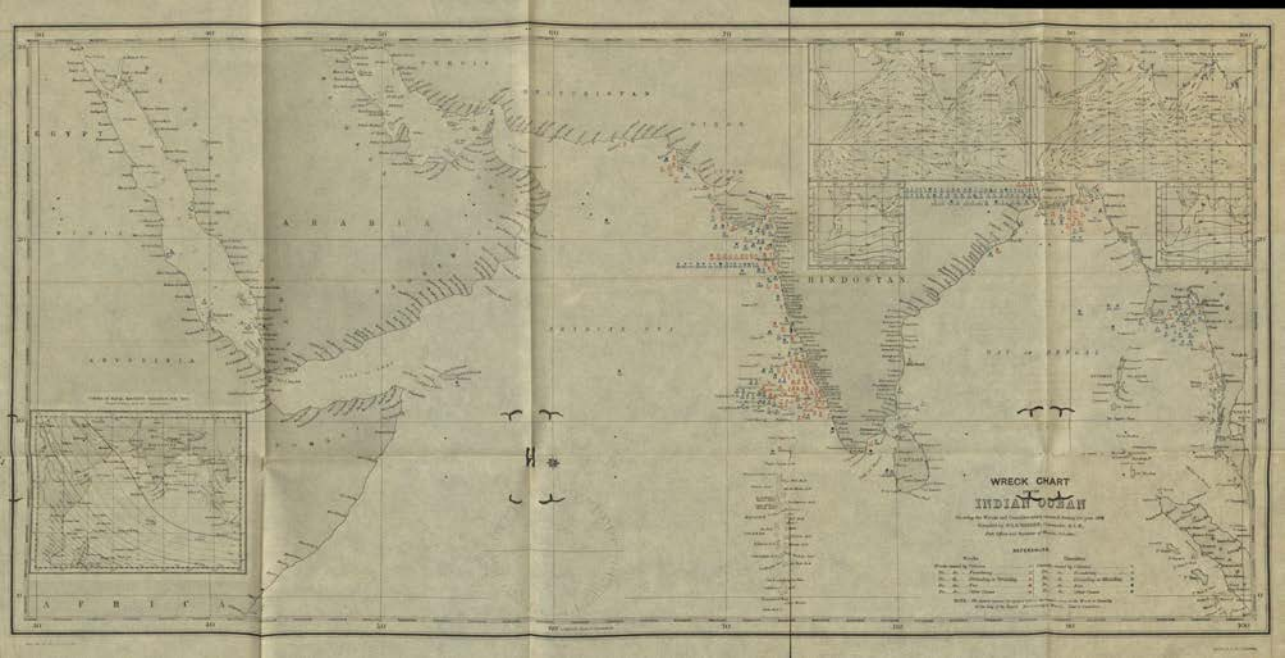
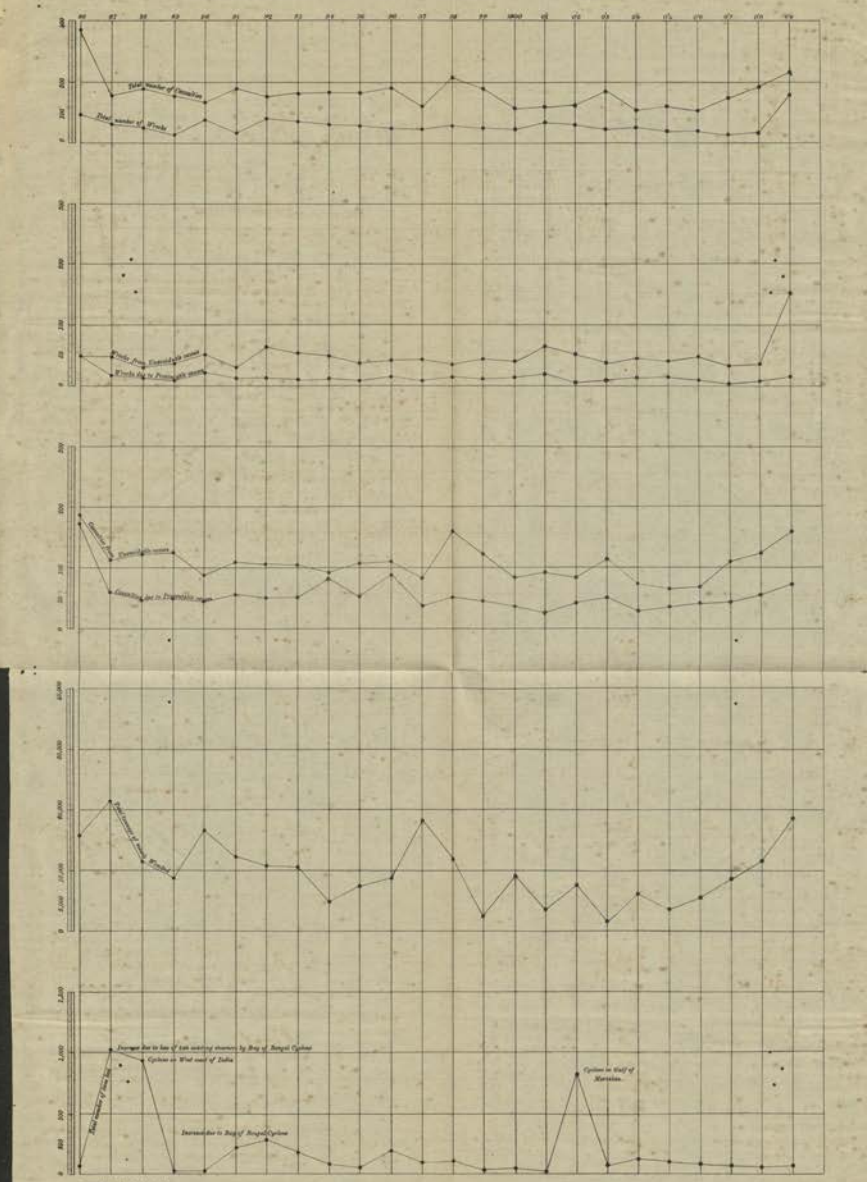

WRECK CHART
INDIAN OCEAN
ARABIA
HINDOSTAN
AFRICA
EGYPT
ABYSSINIA
PERSIA
BAY OF BENGAL

DIAGRAM.

Showing Comparative Numbers of Maritime Wrecks and Casualties, Total Tonnage, and the Number of Lives lost, reported to the Indian Wreck Department, Calcutta, from the year 1886 to 1909 inclusive.


Total number of Casualties
Total number of Wrecks
Wrecks from Steamships
Wrecks from Sailing ships
Casualties from Steamships
Casualties from Sailing ships
Total Tonnage of Wrecks
Total Number of Lives lost
Increase due to loss of ten sailing steamers by Bay of Bengal Cyclone
Cyclone on West coast of India
Increase due to Bay of Bengal Cyclone
Cyclone on West of Mauritius

Eng. No. 1286 E. 10.—C.—2/8.
Sup. No. 5/12. 11.—C.—2/8.

GOVERNMENT OF INDIA

DEPARTMENT OF COMMERCE AND INDUSTRY

SEPARATE REVENUE

COMMERCE AND TRADE—WRECKS AND CASUALTIES

RETURN

OF

WRECKS AND CASUALTIES

IN

INDIAN WATERS

For the year 1909

TOGETHER WITH A CHART SHOWING THE POSITIONS IN WHICH THEY OCCURRED, AND A DIAGRAM SHOWING COMPARATIVE NUMBERS OF THE REPORTED MARITIME WRECKS AND CASUALTIES, THE TOTAL TONNAGE, AND THE NUMBER OF LIVES LOST, FOR THE PAST TWENTY-FOUR YEARS

PREPARED BY

ST. L. S. WARDEN, COMMANDER, R.I.M.

PORT OFFICER AND REGISTRAR OF WRECKS

V-9

CALCUTTA

SUPERINTENDENT GOVERNMENT PRINTING, INDIA

1910

REVIEW.

THESE statistics show, that the year 1909 was a most disastrous one to small Indian craft, and that in comparison with the Returns of the last 22 years, a very large increase has occurred in the number of recorded wrecks, and casualties. The cyclone which occurred on the Malabar coast in May 1909 contributed largely to this increase, and is responsible for the total loss of about 66 British Indian vessels, and 23 Native craft, besides the stranding of 22 British Indian vessels, and 6 Native craft, as also the foundering of 2 British Indian vessels, and a Native craft, and other minor casualties. The loss of life resulting from this cyclone has been reported to be no less than 17.

Of the British vessels of heavy tonnage wrecked, the most notable is the S. S. *Onipenta*, belonging to the British India Steam Navigation Company, which vessel, on the 22nd January 1909, whilst coming out of the Kidderpore Docks, Calcutta, in charge of an Assistant Harbour Master, refused to answer her helm, and collided first with a gas buoy, then with a mooring buoy, and finally with the Dredger *Karnafuli* No. 1, sustaining damage, which necessitated her being beached on the Shalimar Sands. Several attempts to salve her were made but she had to be abandoned on the 28th idem.

The Austrian steamer *Trieste* whilst proceeding down the river Hughli on a voyage from Calcutta to Trieste on the 9th April 1909 took a heavy list to starboard in Garden Reach having apparently touched something but almost immediately recovered herself when it was observed that a man had fallen overboard. Life buoys were immediately thrown to him, and the man appeared to be swimming up to them, but when within a short distance of one of the buoys, he suddenly disappeared, and did not rise to the surface again. This vessel met with two subsequent groundings on the same day, due to defective steering gear, one of which was considered sufficiently important to be included in the Return.

The Turkish steamer *Mushteri* whilst on her way from Suez to Hodeidah, stranded on the Boheira reef, in the Red sea, on the 28th May 1909, and ultimately became a total wreck. Eleven lives were lost.

Another important item was the collision between the Paddle Steamer *Rangoon*, and the passenger steam launch *Nawab* at Yandoon, Irrawaddy river, on the 26th August 1909, which resulted in the sinking of the launch and the loss of 2 lives. As a result of the Marine Court of Enquiry held at Rangoon, the Certificate of the Master of the Steamer *Rangoon*, was cancelled for disregard of the "Rule of the Road" and Incompetency.

The cyclone that passed over the Sunderbans, Bengal, and Eastern Bengal, on the 17th and 18th October 1909 resulted in the loss of 12 vessels (Steamers, Steam Launches, and Flats) and 2 lives, and the foundering, stranding, etc., of 12 vessels. The S. S. *Malda*, whilst on a voyage from Calcutta, to Rangoon (*via* the Arracan coast) is reported to have met with the cyclone on the 17th October, in the Bay of Bengal, and to have sustained damage to her superstructure, with the loss of 1 life.

The only other incident of importance during the year under review, was the foundering of a Steam Launch in Kyontonglay-away, Burma Inland waters, which occurred on the 3rd December 1909. The S. L. *Shwe Dinga* belonging to a

Chetty left Myaungmya for Kangyi, with about 40 passengers, and a crew of 7 men, and at 2 P.M. of the 3rd idem, whilst taking a sharp curve, she listed and took in water; the passengers, mostly coolies, becoming panic stricken, rushed to the opposite side, whereupon the vessel listed, and taking in more water, filled, and sank, 21 lives were lost.

The number of reported wrecks and casualties, embodied in this report aggregates 391, *viz.*, 163 wrecks, of which 16 were British vessels, 1 Foreign, and 104 British Indian vessels, and 42 Native craft; and 228 casualties, of which there were 125 British, 13 Foreign, and 65 British Indian vessels, and 25 Native craft. The total number of lives lost by wrecks, was 40, and by casualties, 29.

There were other minor cases reported, which were not considered of sufficient importance, to be included in the Return.

Of these 163 wrecks, there were 14 collisions, 24 founderings, 113 strandings, and 12 miscellaneous cases; of 228 casualties, there were 68 collisions, 19 founderings, 99 strandings, and 42 miscellaneous cases.

The table "General localities" in which these wrecks, and casualties occurred, shows that the largest number, *viz.*, 134 occurred on the Malabar coast, 67 in the Hughli river, 59 on the Bombay and Goa coasts, 32 on the Chittagong, and Burma coasts, 30 in the Sunderbans, Bengal, and Eastern Bengal, 14 in the Gulf of Cambay, 10 on the Sind coast, 9 on the Kathiawar coast, 8 in the Red sea, and Gulf of Aden, and the remainder in other localities in Indian waters.

The following analyses show:—(A) the causes to which the reported maritime wrecks, and casualties are attributed; (B) a comparative statement of the reported number of maritime wrecks, and casualties, recorded in the Indian Wreck Department from the years 1879 to 1909, inclusive, showing, respectively, in the cases of British, and Foreign vessels, British Indian vessels, and Native craft, whether the disasters were due to unavoidable, or preventable causes; (C) a comparative statement showing the reported number of maritime wrecks, and casualties, in Indian waters, the total tonnage of vessels wrecked, and the number of lives lost, during the years 1865 to 1909, inclusive; (D) a tabular statement of the wrecks, and (E) a tabular statement of the casualties, reported in Indian waters, during the year under review, arranged in the order in which they have occurred.

A wreck chart of the Indian Ocean, and a diagram, showing the reported number of maritime wrecks, and casualties, in Indian waters the total tonnage of vessels wrecked, and the number of lives lost during the years 1886 to 1909, inclusive, are also appended to this Return.

In concluding the review, I desire to thank the various Marine Authorities, and Shipping Firms of Calcutta, and other ports in India, who very courteously supplied me with detailed information relating to the wrecks, and casualties, herein recorded.

ST. L. S. WARDEN, COMDR., R.I.M.,
Port Officer & Registrar of Wrecks, Calcutta.

PORT OFFICE,
Calcutta, the 31st March 1910.

A—Causes to which the reported maritime disasters are attributed.

	Collisions.			Founderings.			Strandings.			Other Causes.		
	No.	Tonnage.	Lives lost.	No.	Tonnage.	Lives lost.	No.	Tonnage.	Lives lost.	No.	Tonnage.	Lives lost.
WRECKS.												
British Vessels.												
Steam	2	3,436	2	4	565	...	4	4,518	...	...	...	...
Sailing	1	82	...	4	1,630	...	1	600	2	...	...	...
British Indian Vessels.												
Steam	...	...	...	...	...	...	...	...	...	...	...	...
Sailing	7	(a) 84	...	13	773	5	73	3,399	8	11	(a) 308	3
Native craft of all Nationalities.												
Steam	...	...	...	...	...	...	...	...	...	...	...	...
Sailing	4	87	1	3	(b) 84	4	34	2,898	4	1	13	...
Vessels of Foreign Nationalities.												
Steam	...	...	...	...	...	...	1	143	11	...	...	...
Sailing	...	...	...	...	...	...	...	...	...	...	...	...
Total	14	3,689	3	24	3,052	9	113	11,558	25	12	321	3
CASUALTIES.												
British Vessels.												
Steam	53	(c) 67,691	...	6	(c) 970	21	48	(c) 101,761	....	11	24,973	1
Sailing	5	(c) 1,247	...	...	...	...	1	807	...	1	700	...
British Indian Vessels.												
Steam	...	...	...	...	...	...	...	...	...	...	... (d)	...
Sailing	3	54	...	6	170	...	39	1,892	...	17	999	5
Native craft of all Nationalities.												
Steam	...	...	...	...	...	...	...	...	...	...	...	...
Sailing	1	20	1	7	488	...	8	599	...	9	507	...
Vessels of Foreign Nationalities.												
Steam	5	17,473	...	...	...	...	3	8,625	1	4	9,195	...
Sailing	1	1,959	...	...	...	...	...	..	...	...	...	...
Total	68	88,444	1	19	1,628	21	99	113,684	1	42	36,374	6
GRAND TOTAL	82	92,133	4	43	4,680	30	212	125,242	26	54	36,695	9

(a) Not including the tonnage of 9 British Indian Vessels not given.
(b) Do. do. 1 Native craft not given.
(c) Do. do. 10 British Vessels not given.
(d) Do. do. 1 British Indian Vessel not given.

B.—Comparative Statement of the reported number of maritime wrecks and casualties recorded in the Indian Wreck Department from the years 1879 to 1909, inclusive, showing respectively British and Foreign vessels, British Indian vessels, and Native craft.

Year.	WRECKS.						Total.	CASUALTIES.						Total.
	British and foreign vessels.		British Indian vessels.		Native craft.			British and foreign vessels.		British Indian vessels.		Native craft.		
	Unavoidable.	Preventable.	Unavoidable.	Preventable.	Unavoidable.	Preventable.		Unavoidable.	Preventable.	Unavoidable.	Preventable.	Unavoidable.	Preventable.	
1879	11	11	176	18	68	5	289	76	35	58	10	11	2	192
1880	2	11	15	12	7	3	50	90	47	9	5	4	1	156
1881	6	9	28	9	8	3	63	97	49	29	14	5	2	196
1882	9	18	39	6	13	5	90	119	98	45	33	8	...	303
1883	5	10	22	10	12	6	65	148	88	57	29	9	5	336
1884	6	7	26	22	11	7	79	153	83	50	34	14	5	339
1885	12	24	19	14	12	6	87	155	135	25	29	10	4	358
1886	4	10	30	24	11	12	91	129	130	37	31	16	8	351
1887	9	9	21	5	19	5	68	151	43	41	7	14	4	260
1888	3	8	8	7	16	6	48	72	33	39	11	35	...	190
1889	5	3	22	2	10	1	43	80	40	36	7	10	1	174
1890	10	11	28	14	9	1	73	65	41	23	7	5	...	141
1891	7	5	16	2	6	3	39	67	71	45	4	3	2	192
1892	3	3	30	5	31	...	72	36	48	42	3	29	...	158
1893	6	4	36	6	9	...	61	46	54	48	4	9	1	162
1894	2	2	39	5	5	2	55	31	64	55	15	11	3	179
1895	4	3	28	9	5	...	49	48	36	55	17	6	1	163
1896	3	3	23	9	16	...	54	38	64	42	20	22	3	189
1897	4	6	34	4	9	...	57	33	27	43	8	9	...	120
1898	3	6	19	8	10	...	46	85	44	56	5	20	1	211
1899	1	3	39	4	6	1	54	84	37	22	3	17	1	164
1900	2	3	24	6	14	1	50	46	29	33	2	9	...	119
1901	1	3	46	6	12	1	69	44	15	35	6	19	1	120
1902	6	1	33	2	11	...	53	29	34	25	9	29	4	130
1903	...	...	27	5	10	1	43	16	41	84	7	13	2	163
1904	2	2	27	6	13	3	53	42	26	24	8	10	1	111
1905	3	6	29	3	2	1	44	28	23	25	7	20	...	103
1906	2	1	23	9	15	2	52	31	48	16	4	21	...	120
1907	4	1	19	3	10	...	37	61	32	35	10	12	2	152
1908	3	2	23	2	9	2	41	77	45	39	8	10	5	184
1909	14	3	101	3	36	6	163	74	64	58	7	24	1	228

C.—Comparative Statement showing the reported number of maritime wrecks and casualties in Indian waters, the total tonnage of vessels wrecked, and the number of lives lost, during the years 1865 to 1909, inclusive.

Year.	Number of wrecks and casualties.	Total tonnage lost.	Lives lost.	Year.	Number of wrecks and casualties.	Total tonnage lost.	Lives lost.
1865	28	14,443	5	1888	238	11,739(*h*)	917
1866	32	15,517	35	1889	217	9,629	35
1867	37	17,417	49	1890	214	16,973	22
1868	20	12,558	19	1891	231	12,068	240
1869	55	25,688	279	1892	230	10,410	272
1870	44	14,809	51	1893	223	12,428	170
1871	47	18,804	118	1894	234	5,180	81
1872	106	34,238(*a*)	143	1895	212	7,982	63
1873	42	12,110	3	1896	241	8,147	168
1874	69	16,656	85	1897	177	18,141	96
1875	62	11,193	65	1898	257	11,979	75
1876	110	23,866(*b*)	95	1899	218	2,728	22
1877	163	26,847(*c*)	142	1900	169	9,140	34
1878	228	35,873(*d*)	131	1901	189	4,980	22
1879	481	32,541(*e*)	357	1902	183	6,949(*i*)	831
1880	206	15,662	120	1903	206	1,823(*j*)	50
1881	259	17,814(*f*)	186	1904	164	6,095(*k*)	73
1882	393	29,272	155	1905	147	3,470(*l*)	86
1883	401	21,760	62	1906	172	5,545(*m*)	82
1884	418	17,109	75	1907	189	8,602(*n*)	70
1885	446	41,257	515	1908	225	11,768(*o*)	55
1886	442	15,402	105	1909	391	18,620(*p*)	69
1887	228	20,022(*g*)	1,016				

From the foregoing it will be seen that during the past 45 years, *viz.*, from 1865 to 1909, inclusive, the annual average of the reported wrecks and casualties in Indian waters has been 201; the average total tonnage of vessels wrecked was 15,450, and the average number of lives lost was 163.

Notes.—(*a*) Exclusive of four vessels supposed to have been lost.

(*b*) Does not include the 400 pilgrims lost in the *Hydree*, and 428 in the *Farad*, both wrecked in the Red Sea; nor the Masters and crew of both these vessels.

(*c*) Not including the Masters and crew of the *Ariadne* and *Coda Bux*, supposed to have foundered.

(*d*) Not including the Master and crew of the *Lady Rawlinson*, supposed to have foundered, and also of the *Fattal Karim*, *Fattay Razzak*, *Lady Amherst* and *William Stevenson*. The tonnage of the *Queenstown*, *City of Palaces*, *Fattal Karim*, *Fattay Razzak*, *Lady Amherst* and *William Stevenson* was not reported, and is, therefore, not included.

(*e*) The number lost on the *Essex* was not reported.

(*f*) Does not include the missing ship *Nebo*.

(*g*) Does not include the number of lives supposed to be lost in the *Lamport*.

(*h*) Not including the tonnage of one British Indian and two Native craft not given.

(*i*) Not including the tonnage of one British Steam Launch, three British Indian vessels and one Native craft not given.

(*j*) Exclusive of the tonnage of three British Indian vessels not given.

(*k*) Not including the tonnage of one British flat and two Native craft not given.

(*l*) Not including the tonnage of three British and two British Indian vessels not given.

(*m*) Not including the tonnage of one British Indian vessel and four Native craft not given.

(*n*) Not including the tonnage of two British Indian vessels and two Native craft not given.

(*o*) Not including the tonnage of one British Indian vessel and two Native craft not given.

(*p*) Not including the tonnage of nine British Indian vessels and one Native craft not given.

TABULAR STATEMENT OF THE WRECKS.

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

D.—WRECKS reported in Indian

No.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
1	BHUWANIPRASAD	Native craft	44	Pilani	Broach
2	LAXMI	British Indian	Not given	Bombay	Virawah
3	FATHUL KHEIR	Native craft	Do.	Bahrein	Bussorah and Bombay
4	PIRANI	British Indian	26	Karachi	Sirgonda
5	FATEHSALAMAT	Do. do.	34	Kutch Mandvi	Kilmit
6	SAWAI SALAMATHY	Do. do.	155	Kasargod	Bombay
7	ONIPENTA	Do. screw steamer	3,420	Calcutta	Rangoon
8	DHUNPRASAD	Native craft	8	Tarapur	Mahuva and Porbandar
9	RAMBAN	Do. do.	10	Barley	Mangalore
10	GANESHPRASAD	Do. do.	88	Bombay	Beypore and Cannanore
11	DASTAGIRI	British Indian	35	Bankote	Malpe
12	NAGARWEL	Native craft	9	Bhiwndi	Diu
13	CASINATH	British Indian	28	Bombay	harbour
14	LUXMI	Do. do.	Not given	Do.	do.
15	MACHHO HOOSEIN	Native craft	13	Cutch Mandvi	Zanzibar
16	YESHWANTY	British Indian	9	Bombay	harbour
17	HARI PRASAD	Do. do.	35	Do.	do.
18	AN UN-NAMED CANOE	Do. do.	Not given	Plying within Port	limits
19	LUXUMI	Do. do.	31	Bombay	harbour
20	LALAI	Do. do.	37	Jungle Banleto	Karachi
21	PARVATIPRASAD	Do. do.	9	Honawar	Sadashivgad
22	SAWAI SALAMATI	Do. do.	80	Malipuram	Kumbharu and Bombay
23	DUFFRYN MANOR	Do. screw steamer	2,511	Cardiff	Colombo and Port Said
24	KHATARAJ	Do. Indian	3	Manori	Warli
25	LAXUMI PRASAD	Native craft	18	Karanja	Bombay
26	HARIPRASAD	British Indian	99	Calicut	Karachi
27	FERREA PESTANA	Native craft	56	Karanja	Badagara
28	ALIMADAT	Do. do.	69	Karachi	Maldive and Calicut
29	KALIANPASA	Do. do.	97	Bombay	Calicut
30	DOULATPASSA	Do. do.	68	Broach	Do.
31	PARVATIPASA	Do. do.	106	Do.	Do.
32	ZAVERPASSA	Do. do.	136	Bombay	Do.
33	FATHEL KHAIR	Do. do.	165	Cutch	Ponani and Calicut
34	JALEBRO	Do. do.	139	Porbandar	Cochin
35	FATEHREMAN	Do. do.	83	Karachi	Calicut
36	SALAMAT SAWAI	Do. do.	121	Trombay	Do.
37	FATESALAMAT	Do. do.	91	Mora	Do.
38	LUCKMIPASSA	Do. do.	120	Bassein	Ponani and Calicut

waters during the year 1909.

Date of wreck.	Position of wreck and name of shoal, etc.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
January 1st	Off Mahuva	Gulf of Cambay	Foundering.—Heavy weather	All lost	None lost.
Do. do.	Near Bandra	Bombay coast	Stranding.—Error of the Tindal	Do.	Do.
Do. 6th	Bushire	Persian gulf	Foundering.—Heavy weather	Partially lost and partially damaged.	4 lives lost.
Do. 13th	South-west of Keti Bunder	Sind coast	Capsized. Do.	All lost	2 do.
Do. do	Kilmit harbour	Beluchistan coast	Stranding. Do.	In ballast	None lost.
Do. 18th	Off Baliapatam bar	Malabar coast	Foundering.—Sprung a leak	Partially lost	Do.
Do. 22nd	Off Shalimar	Hughli river	Collision with a gas buoy, swinging buoy and Steam dredger *Karnafuli* No. 1. Defective helm.	All lost	Do.
Do. 29th	Between Mangrol and Madhovpur.	Kathiawar coast	Do. with a Ship.—Accidental.	Do.	Do.
Do. 30th	Near Mangalore bar	Malabar do.	Stranding.—Error of the Tindal	No cargo	Do.
Do. do.	South of Kotta point	Do. do.	Do. Accidental	Partially lost	Do.
Do. 31st	Near Jaytapur	Bombay do.	Do. Heavy weather	Do	Do.
February 9th	Near Utan	Do. do.	Do. Error of the Tindal	No cargo	Do.
Do. 13th	Off Kennery island lighthouse.	Do. do.	Foundering.—Sprung a leak	All lost	Do.
Do. 25th	Do. do.	Do. do.	Capsized.—Heavy weather	Do.	Do.
Do. 26th	Exact spot not reported	Kathiawar do.	Do. Tides and currents	Sand ballast	Do.
Do. 27th	Bombay harbour	Bombay do.	Collision with the S. S. *Godavari*.—Error of the Master of that vessel.	All lost	Do.
March 5th	Do. do.	Do. do.	Foundering.—Sprung a leak	Do.	Do.
Do. 18th	Mangalore roadstead	Malabar do.	Collision with a steamer.—Accidental.	Do.	Do.
Do. 19th	Bombay harbour	Bombay do.	Foundering—Sprung a leak	Do.	Do.
Do. 27th	Off Khai, mouth of the river Indus.	Sind do.	Capsized.—Heavy weather	Do.	Do.
April 11th	2 miles from Kumta	Bombay do.	Do. Do.	Partially lost	Do.
Do. 12th	Near Alibag buoy	Do. do.	Stranding.—Tides and currents.	Do.	Do.
Do. 19th	Minikoi islands	Arabian sea	Do. Do.	Do.	Do.
Do. 27th	Near Salsette	Bombay coast	Capsized.—Heavy weather	All lost	1 life lost.
Do. 29th	Near the Kasha rocks	Do. do.	Stranding. Do.	Do.	None lost.
May 6th	Badagara	Malabar do.	Do. Do.	Do.	Do.
Do. do.	Badagara roads	Do. do.	Do. Do.	Do.	Do.
Do. do.	Calicut roads	Do. do.	Do. Do.	Do.	Do.
Do. do.	Do. do.	Do. do.	Do. Do.	No cargo	Do.
Do. do.	Do. do.	Do. do.	Do. Do.	Partially lost and partially damaged.	Do.
Do. do.	Do. do.	Do. do.	Do. Do.	Do.	Do.
Do. do.	Do. do.	Do. do.	Do. Do.	Do.	Do.
Do. do.	Do. do.	Do. do.	Do. Do.	In ballast	Do.
Do. do.	Do. do.	Do. do.	Do. Do.	All lost	Do.
Do. do.	Do. do.	Do. do.	Do. Do.	Partially lost and partially damaged.	Do.
Do. do.	Do. do.	Do. do.	Do. Do.	Do.	Do.
Do. do.	Do. do.	Do. do.	Do. Do.	Do.	Do.
Do. do.	Calicut	Do. do.	Do. Do.	In ballast	Do.

D.—Wrecks reported in Indian

No.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
39	SUGARPASA	Native craft	99	Karachi	Calicut
40	FATERAHIMANI	Do. do.	139	Mora	Do.
41	SUGALPASSA	Do. do.	58	Cochin	Calicut and Veraval
42	DOULATPASSA	Do. do.	157	Do.	Calicut and Karachi
43	LUXMIPASSA	Do. do.	159	Calicut	Karachi
44	NEW DOWLTI	Do. do.	88	Mora	Calicut
45	GANESHPRASAD	British Indian	92	Calicut	Karachi
46	DASTAGIRI	Do. do.	29	Do.	Badagara
47	BAWADY	Do. do.	45	Revdanda	Badagara and Bombay
48	GUNAWANTY	Do. do.	57	Do.	Badagara
49	MAHALAXMI	Do. do.	53	Mora	Do.
50	PREDAMBERDHARI	Do. do.	48	Bombay	Badagara and Jaitapore
51	BARKATHY JAMNAGARY	Do. do.	61	Do.	Cochin
52	MASHIHOOD	Do. do.	39	Tellicherry	Badagara
53	FATESALAMAT	Do. do.	78	Trombay	Calicut
54	RANCHODPASA	Do. do.	105	Bassein	Do.
55	MOHAMED SAMOODAIN HYDROSE	Do. do.	73	Alleppy	Badagara and Calicut
56	ANANTAPRASAD	Do. do.	41	Rajpuri	Calicut
57	YESHWANTY	Do. do.	22	Jaitapur	Badagara and Calicut
58	BARKATHI	Do. do.	44	Karanja	Calicut
59	HARIPRASAD	Do. do.	39	Do.	Do.
60	MOWLOODY	Do. do.	32	Mangalore	Cochin and Calicut
61	PADARATH	Do. do.	89	Bombay	Calicut
62	DURGI DOWLAT	Do. do.	18	Bankot	Calicut and Mangalore
63	MAMED MOIDEEN PYKURAHIMAN	Do. do.	111	Kulasekarapatnam	Tellicherry and Calicut
64	GANESHPRASAD	Do. do.	20	Mangalore	Cochin and Kumta
65	KHOTAPRASAD	Do. do.	30	Cochin	Mangalore
66	MAHAMOODY SALAMATHY	Do. do.	99	Ponani	Bombay
67	DOWLATPRASAD	Do. do.	91	Do.	Do.
68	DARIADOWLAT	Do. do.	63	Angenwel	Ponani and Jaigad
69	DHAN SAGOR	Do. do.	55	Cochin	Ponani
70	PUTHIA KOLODOM	Do. do.	16	Kalpeni	Mangalore
71	NARASIMHA PRASAD	Do. do.	19	Cochin	Do.
72	THANKALI	Do. do.	Not given.	Do.	Quilandy
73	DETHAPRASAD	Do. do.	Do.	Do.	Bombay
74	SUKRAPRASAD	Do. do.	37	Kallayi	Do.
75	DETTAPRASAD	Do. do.	49	Rajpuri	Calicut and Malwan
76	MOTIRAM	Do. do.	17	Jaitapur	Calicut and Vengurla

waters during the year 1909—*continued.*

Date of wreck.	Position of wreck and name of shoal, etc.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
May 6th	Calicut roads	Malabar coast	Stranding.—Heavy weather	Partially lost	None lost.
Do. do.	Do.	Do. do.	Do. Do.	Partially lost and partially damaged.	Do.
Do. do.	Do.	Do. do.	Do. Do.	All lost	Do.
Do. do.	Do.	Do. do.	Do. Do.	Do.	Do.
Do. do.	Do.	Do. do.	Do. Do.	Do.	Do.
Do. do.	Do.	Do. do.	Do. Do.	Do.	Do.
Do. do.	Kalai	Do. do.	Do. Do.	Partially lost	Do.
Do. do.	Badagara roads	Do. do.	Do. Do.	No cargo	Do.
Do. do.	Badagara	Do. do.	Foundering.— Do.	Partially lost and partially damaged.	Do.
Do. do.	Badagara roads	Do. do.	Stranding.— Do.	All lost	Do.
Do. do.	Do.	Do. do.	Do. Do.	Do.	Do.
Do. do.	Badagara	Do. do.	Do. Do.	Partially lost and partially damaged.	Do.
Do. do.	Midway between Paliport and Chowghat.	Do. do.	Do. Do.	Partially lost	Do.
Do. do.	Badagara roads	Do. do.	Do. Do.	No cargo	Do.
Do. do.	Calicut roads	Do. do.	Do. Do.	Do.	Do.
Do. do.	Do.	Do. do.	Do. Do.	Do.	Do.
Do. do.	Do.	Do. do.	Do. Do.	All lost	Do.
Do. do.	Do.	Do. do.	Do. Do.	No cargo	Do.
Do. do.	Do.	Do. do.	Do. Do.	All lost	Do.
Do. do.	Do.	Do. do.	Do. Do.	Partially lost and partially damaged.	Do.
Do. do.	Do.	Do. do.	Do. Do.	Do.	Do.
Do. do.	Do.	Do. do.	Do. Do.	No cargo	Do.
Do. do.	Do.	Do. do.	Do. Do.	Partially lost and partially damaged.	Do.
Do. do.	Do.	Do. do.	Do. Do.	All lost	Do.
Do. do.	Do.	Do. do.	Do. Do.	Partially lost and partially damaged.	Do.
Do. do.	Do.	Do. do.	Do. Do.	All lost	Do.
Do. do.	Kuttai	Do. do.	Do. Do.	Partially lost and partially damaged.	Do.
Do. do.	Ponani roads	Do. do.	Do. Do.	Do.	Do.
Do. do.	Do. do.	Do. do.	Do. Do.	Do.	Do.
Do. do.	Do. do.	Do. do.	Do. Do.	In ballast	Do.
Do. do.	Do. do.	Do. do.	Do. Do.	Do.	Do.
Do. do.	Off Quilandy	Do. do.	Do. Do.	Partially lost	Do.
Do. do.	Do. do.	Do. do.	Do. Do.	All lost	Do.
Do. do.	Do. do.	Do. do.	Do. Do.	In ballast	Do.
Do. do.	Do. do.	Do. do.	Do. Do.	Partially lost	Do.
Do. 7th	Azhikal	Do. do.	Do. Do.	Do. do.	Do.
Do. do.	Off Quilandy	Do. do.	Do. Do.	Do. do.	Do.
Do. do.	Do. do.	Do. do.	Do. Do.	Partially lost and partially damaged.	Do.

D.—WRECKS reported in Indian

No.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
77	LAKSHIMIPRASAD	British Indian	22	Cochin	Mangalore
78	BADER	Do. do.	73	Bombay	Tellicherry and Cochin
79	PADOWRETH	Do. do.	100	Karachi	Bombay and Calicut
80	SATERI PRASAD	Do. do.	26	Hungarkatta	Calicut
81	RAMA PRASAD	Do. do.	56	Ponani	Broach
82	KALLIANPRASAD	Do. do.	88	Mora	Calicut
83	DARYA BAHADUR	Do. do.	36	Tellicherry	Mangalore
84	KARIMSHAI	Do. do.	32	Mangalore	Ormara
85	GALBATH SULTANI	Do. do.	58	Mora	Cannanore
86	SALAMATY	Do. do.	23	Kalpeni	Mangalore
87	RAMBAN	Do. do	19	Mangalore	Kundapur
88	SALAMATHI	Do. do.	26	Cochin	Calicut and Viziadrug
89	SAMUDRABAHADUR	Do. do.	15	Kovarathi Island	Kundapur
90	RANCHURPASSA	Do. do.	71	Bombay	Cochin
91	DEVPRASAD	Do. do	31	Do.	Mulky and Mangalore
92	HAIDARI	Do. do.	96	Calicut	Porbandar
93	DARIA DOWLET	Do. do.	110	Beypore	Karachi
94	RUPAREL	Do. do.	7	Veraval	Thana
95	SUGARPASSA	Native craft	84	Karachi	Ponani
96	LUXMIPASSA	Do. do.	80	Do.	Cochin
97	SUGALPRASAD	Do. do.	49	Cannanore	Calicut and Karachi
98	PALKI	Do. do.	171	Bombay	Calicut
99	PATHAHOOL ROHIMANJ	British Indian	20	At anchor in	Tellicherry roads
100	THAVAKAL	Do. do.	24	Do. do.	do. do.
101	MOIDIN	Do. do.	36	Do. do.	do. do.
102	HYDROSS	Do. do.	21	Do. do.	do. do.
103	SHAVEL HAMMEED	Native craft	26	Do. do.	do. do.
104	LAXMIPRASAD	British Indian	Not given	Beypore	Viziadrug
105	YESHWANTY	Do. do.	47	Trombay	Tellicherry and Malwan
106	VITTALPRASAD	Do. do.	46	Bombay	Do. do.
107	DASTAGIRI	Do. do.	29	Cochin	Honawar
108	LAKHPAT	Do. do.	40	Do.	Karachi
109	RAHAMATI	Do. do.	Not given	Mangalore	Ormara
110	SURYABAN	Do. do.	81	Ponani	Bombay
111	VISHNUPRASAD	Do. do.	47	Revdanda	Badagara and Jaitapur
112	DUTTAPRASAD	Do. do.	76	Uran	Ponani and Malwan
113	GANESPRASAD	Do. do.	43	Bombay	Mangalore
114	GANESH	Do. do.	33	Trombay	Cannanore and Ratnagiri
115	SAKRISALAMATI	Do. do.	4	Kelshie	Bombay

waters during the year 1909—*continued.*

Date of wreck.	Position of wreck and name of shoal, etc.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
May 7th	Off Quilandy	Malabar coast	Stranding.—Heavy weather	Partially lost and partially damaged.	None lost.
Do. do.	Calicut roads	Do. do.	Do. Do.	All lost	Do.
Do. do.	Beypore river bar	Do. do.	Do. Do.	Do.	Do.
Do. do.	Mahe	Do. do.	Do. Do.	Do.	Do.
Do. do.	About 3 miles south of Tellicherry.	Do. do.	Do. Do.	Partially lost	Do.
Do. do.	About 6 miles north of Tellicherry.	Do. do.	Do. Do.	All lost	Do.
Do. do.	Near Tellicherry	Do. do.	Do. Do.	Partially lost	Do.
Do. do.	Near Mulki	Do. do.	Do. Do.	Partially lost and partially damaged.	Do.
Do. do.	Cannanore	Do. do.	Do. Do.	All lost	Do.
Do. do.	Do.	Do. do.	Do. Do.	Partially lost	Do.
Do do.	Near Mulki	Do. do.	Do. Do.	Partially lost and partially damaged.	Do.
Do. do.	Off Quilandy	Do. do.	Do. Do.	All lost	1 life lost.
Do. do.	Azhikal	Do. do.	Do. Do.	Partially lost	1 do.
Do do.	Do.	Do. do.	Do. Do.	Do. do.	1 do.
Do. do.	Mangalore harbour	Do. do.	Do. Do.	In ballast	1 do.
Do. do.	Near Kumbla	Do. do.	Do. Do.	Partially lost	1 do.
Do. do.	About 1½ miles north of Tellicherry Port Office.	Do. do.	Do. Do.	Do.	2 lives lost.
Do. do.	Bombay Harbour	Bombay do.	Collision with the S.S. *Sarasvati*.—Unknown.	All lost	None lost.
Do. do.	Ponani roads	Malabar do.	Stranding.—Heavy weather.	Partially lost	Do.
Do. do.	Off Ponani	Do. do.	Do. Do.	Do.	Do.
Do. do.	Off Quilandy	Do. do.	Do. Do.	Do.	Do.
Do. do.	Off Surathkal	Do. do.	Do. Do.	All lost	4 lives lost.
Do. do.	Tellicherry roads	Do. do.	Capsized.— Do.	Do.	None lost.
Do. do.	Do. do.	Do. do.	Stranding.— Do.	No cargo	Do.
Do. do.	Do. do.	Do. do.	Do. Do.	Do.	Do.
Do. do.	Do. do.	Do. do.	Do. Do.	Do.	Do.
Do. 7th 8th	Do. do.	Do. do.	Do. Do.	Do.	Do.
Do. 8th	Sashihithe	Do. do.	Do. Do.	All lost	Do.
Do. do.	Near Tellicherry	Do. do.	Do. Do.	In ballast	Do.
Do. do.	Do. do.	Do. do.	Do. Do.	Do.	Do.
Do. do.	Do. do.	Do. do.	Do. Do.	Partially lost and partially damaged.	Do.
Do. do.	Hungarcutti	Do. do.	Do. Do.	All lost.	Do.
Do. do.	Surathkal	Do. do.	Do. Do.	Partially lost and partially damaged.	1 life lost.
Do. do.	Opposite Kaup rocks	Do. do.	Foundering.— Do.	All lost	4 lives lost.
Do. do.	Off Kaup light-house	Do. do.	Do. Do.	No cargo	1 life lost.
Do. do.	Malpi	Do. do.	Stranding.— Do.	Do.	None lost.
Do. do.	Mangalore	Do. do.	Do Do.	All lost	Do.
Do. do.	Near Malpi	Do. do.	Do. Do.	No cargo	Do.
Do. 9th	Off Mandva	Bombay do.	Do Do.	All lost	Do.

D.—WRECKS reported in Indian

No.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
116	MAHADEOPRASAD	British Indian	41	Mangalore	Kochara and Ratnagiri
117	DARYAMANJE	Do. do.	7	Kirnapani	Kochara and Bombay
118	SAKER KHADI	Do. do.	28	Beypore	Calicut and Dabhol
119	NAJARBAG	Native craft	37	Bombay	Veraval
120	MUSHTERI	Turkish screw steamer.	143	Constantinople	Suez and Hodeidah
121	SALAMA	Native craft	39	Mandvi	Lamoo and Karachi
122	HARIPASSA	Do. do.	99	Cutch	Nicobar and Cochin
123	SUGARPASSA	British Indian	110	Cochin	Calicut and Cutch-Mandvi
124	AMEDPRASAD	Do. do.	96	Do.	Bombay
125	SHAH ALLUM	Do. screw steamer	1918	Rangoon	Bhavnagar
126	RUPAREL	Do. Indian	7	Gogo	Bhatha
127	ZEPHYR	Do. Pilot Schooner (sailing).	82	Cruising at the Pilot station at the entrance of the Port of Bombay.	
128	AN UN-NAMED CARGO BOAT	Native craft	36	Plying in the Hughli river	
129	CARGO BOAT No. 93	British Indian	58	Moulmein harbour	
130	NAWAB	Do. steam launch	16	Yandoon	Kyounange
131	HARSINGAR	Do. Indian	12	Hambus	Karachi
132	HARIPRASAD	Native craft	45	Porbandar	Bombay
133	LAKHMIPERSAD	Do. do.	37	Mandvi	Keti Bunder
134	SANTAN	British Indian	25	Kalyan	Bombay
135	DAWLATI	Do. do.	48	Porbandar	Do.
136	CHHAGANPRASAD	Do. do.	36	Mahuva	Do.
137	HARIPASSA	Native craft	100	Porbandar	Basra
138	AN UN-NAMED CARGO BOAT	Do. do.	20	Calcutta	Bowreah
139	HARSINGAR	British Indian	53	Katif	Mandvi
140	RAMBAN	Do. do.	34	Bombay harbour	
141	BLANCH	Do. motor launch	5	Mergui	Quoin island
142	DOVER	Do. flat	600	Naraingunge	Calcutta
143	RAVEN	Do. steam launch	16	Goalundo harbour	
144	BARGE No. 176	Do. Indian	73	Do.	do.
145	LUKIA	Do. flat	165	Do.	do.
146	MIRI	Do. Inland steamer	234	Calcutta	Goalundo
147	DHARLA	Do. twin screw steamer.	83	Barisal	Ichakali and Hatia
148	ALLIGATOR	Do. Paddle steamer	310	Sara	Goalbathan
149	KISTNA	Do. flat	456	Do.	Do.

waters during the year 1909—*continued.*

Date of wreck.	Position of wreck and name of shoal, etc.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
May 9th	Kochara	Bombay coast	Stranding.—Heavy weather	In ballast	None lost.
Do. do.	Do.	Do. do.	Collision with another cargo boat.—Heavy weather.	Partially lost	Do.
Do. 14th	Pudiangady	Malabar do.	Do. with another boat.—Heavy weather.	None lost	Do.
Do. do.	Near Somnath	Kathiawar do.	Stranding.—Heavy weather	Partially lost and partially damaged.	Do.
Do. 28th	Boheira reef	Red sea	Do. Do.	Do.	11 lives lost.
June 2nd	Porbandar creek	Kathiawar coast	Do. Do.	Do.	None lost.
Do. 3rd	Pulicat creek	Coromandel do.	Do. Do.	In ballast	Do.
Do. 6th	3 miles north of Azhikal port	Malabar do.	Do. Do.	All lost	Do.
Do. 7th	Kolthare near Dabhol	Bombay do.	Do. Do.	Partially lost	Do.
Do. 9th	About 1½ miles south of Piram light.	Gulf of Cambay	Do. Error of the Master and the Chief Officer.	All lost	Do.
July 1st	Alia Bet at the mouth of the river Nerbudda.	Do.	Do. Heavy weather	No cargo	Do.
Do. 2nd	Port of Bombay	Bombay coast	Collision with the S. S. *Tannenfels.*—Error of the Pilot in charge.	Do.	Do.
Do. 13th	Off Garden Reach	Hughli river	Do. with the S. S. *Clan Maclachlan.*—Error of the Tindal.	All lost	1 life lost.
August 24th	Moulmein	Burma coast	Fire.—Unknown	Do.	None lost.
Do. 26th	Yandoon	Do. do.	Collision with the Steamer *Rangoon.*—Error of the Master of that vessel.	Do.	2 lives lost.
Do. 28th	Chan creek of the river Indus	Sind coast	Capsized.—Heavy weather	Do.	None lost.
September 7th	Navapur	Bombay coast	Stranding. Do.	Do.	Do.
Do. do.	Hajamrao mouth of the river Indus.	Sind do.	Do. Do.	Do.	Do.
Do. do.	Thana creek	Bombay do.	Foundering. Do.	Do.	Do.
Do. do.	Near Utan	Do. do.	Do. Do.	Do.	Do.
Do. 8th	Near Vansi Borsi	Gulf of Cambay	Stranding. Do.	Do.	Do.
Do. 9th	Madhavpur	Kathiawar coast	Do. Do.	No cargo	Do.
Do. do.	Sankral Reach	Hughli river	Collision with the steamer *Chapalia.*—Error of the Tindal of the boat.	All lost	Do.
Do. 17th	Tanura	Persian gulf	Stranding.—Heavy weather	Partially lost and partially damaged.	Do.
Do. 19th	Bombay harbour	Bombay coast	Fire.—Unknown	All lost	Do.
Do. do.	Latitude 12° 11′ 45″ N., Longitude 98° 18′ E.	Burma do.	Foundering.—Heavy weather	No cargo	Do.
October 17th	Junction of Seebpore khal and Jabuna river.	Sunderbans	Stranding. Do.	All lost	2 lives lost.
Do. 17th 18th	Goalundo	Eastern Bengal	Foundering. Do.	No cargo	None lost.
Do. do.	Do.	Do. do.	Do. Do.	All lost	Do.
Do. do.	Do.	Do. do.	Do. Do.	Do.	Do.
Do. 18th	Do.	Do. do.	Do. Do.	Do.	Do.
Do. do.	1 mile above Charluki station	Do. do.	Stranding. Do.	No cargo	Do.
Do. do.	Goalbathan	Do. do.	Foundering. Do.	Do.	Do.
Do. do.	Do.	Do. do.	Do. Do.	All lost	Do.

D.—WRECKS reported in Indian

No.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
150	FLAT No. 8	British flat	480	Sara	Goalbathan
151	BALU	Do.	529	At Goalundo	
152	SPRAY	Do. steam launch	6	Goalundo harbour	
153	CARGO BOAT No. 33	Do. Indian	Not given	At Goalundo	
154	CARGO BOAT No. 216	Do. do.	26	Kamarhatti	Calcutta
155	MACHHERY	Do. do.	7	Gogo	Piram island
156	GANESHDASA	Native craft	55	Calicut	Karachi and Veraval
157	RAMNATH PRASAD	Do. do.	23	Bombay	Goa
158	FATHEL SALLAM	British Indian	102	Penang	Pamban and Karachi
159	OSMANIA	Do. do.	109	Nicobar island	Coco island and Calcutta
160	NURGIS	Native craft	40	Karachi	Veraval
161	PUTHPI	British Indian	81	Mandvi	Karachi and Calicut
162	AUNG ZA: YA	Do. do.	22	Tavoy	Moulmein
163	DARIA DOWLAT	Do. do.	Not given	Cochin	Bombay

waters during the year 1909—*concluded.*

Date of wreck.	Position of wreck and name of shoal, etc.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
October 18th	Goalbathan	Eastern Bengal	Foundering.—Heavy weather	All lost	None lost.
Do. do.	Goalundo	Do. do.	Do. Do.	Do.	Do.
Do. do.	Do.	Do. do.	Stranding.— Do.	No cargo	Do.
Do. do.	Do.	Do. do.	Do. Do.	Partially lost and partially damaged.	Do.
Do. 29th	Off Juggarnath Ghat, Calcutta.	Hughli river	Collision with the ferry steamer *Amina*.—Error of the Serang of that vessel.	All lost	Do.
November 29th	Near the Piram island	Gulf of Cambay	Do. with the wreck of the S. S. *Shah Allum*.—Heavy weather.	No cargo	Do.
December 4th	South of Khober creek, mouth of the river Indus.	Sind coast	Stranding.—Error of the Tindal	None lost	Do.
Do. 5th	Off Dabhol	Bombay do.	Collision with the S. S. *Padmavati*.—Error of the Tindal.	All lost	Do.
Do. do.	Off Tuticorin	Gulf of Manaar	Foundering.—Sprung a leak	Do.	Do.
Do. 7th	False Point	Orissa coast	Dismasted.—Heavy weather	Do.	Do.
Do. 21st	Lat. 23° 13′ N., Long. 67° 40′ E.	Sind do.	Foundering. Do.	Partially lost	Do.
Do. 26th	Mouth of the river Indus	Do. do.	Do. Do.	All lost	Do.
Do. 27th	Near Tavoy	Burma do.	Do. —Sprung a leak	Do.	Do.
Do. —	Off Murmagao	Goa do.	Fire.—Accidental	Do.	Do.

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TABULAR STATEMENT OF THE CASUALTIES

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

E.—CASUALTIES reported in Indian

No.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
1	LABHSAWAI	British Indian	18	Jafarabad	Kalyan
2	BALLOCHMYLE	Do. screw steamer	2,105	Calcutta	Rangoon
3	RUPAREL	Native craft	14	Kalyan	Arnalla
4	NARAYAN PURSAD	Do. do.	28	Bombay harbour	
5	MYSORE	British Inland steamer.	767	Moored at Calcutta	
6	CERAM	Dutch screw steamer	2,760	Surabaya	Rangoon and Calcutta
7	SWATI	British Inland steamer.	693	Calcutta	Assam
8	CHAITANYA	Do. steam launch	Not given	Naraingunge	Calcutta
9	VITHALPRASAD	Do. Indian	45	Broach	Karachi
10	EMAMSHAY	Do. do.	Not given	Sirgandha	Do.
11	JAMNAPRASAD	Do. do.	18	Bombay	Bhavnagar
12	NAWAB	Do. screw steamer	2,041	Calcutta	Cocanada
13	HAWK	Do. steam launch	Not given	Plying in the Hughli river	
14	FATHEL KHAIR	Native craft	66	Ormara	Bombay and Quilon
15	SURDAR	British flat	Not given	Calcutta	Assam
16	TROCAS	Do screw steamer	2,657	Singapore	Budge Budge and Rangoon
17	KARNAFULI No. 1	Do. twin screw steamer.	543	Chittagong	Calcutta
18	SATRUNJI	Do. screw steamer	547	Mangalore	Karwar and Murmagao
19	TINHOW	Do. do.	902	Beira	Calcutta
20	LAXMI	Do. Indian	3	Plying in the port limits	
21	ITRIA	Do. screw steamer	3,401	Rangoon	Calingapatam
22	KHENGTI	Do. Indian	9	Belapur	Thana
23	BEATRICE	Do. steam launch.	21	At Calcutta	
24	NALINI	Do. twin screw steamer.	118	Employed by the Port Commissioners, Calcutta	
25	LANGBANK	Do. screw steamer	2,966	Barry	Calcutta
26	PUNDUA	Do. do.	2,126	Tuticorin	Colombo
27	LAXAMIPASSA	Native craft	46	Verawal	Bombay and Porbandar
28	VALLABHPRASAD	British Indian	27	Karanja	Surat
29	MAHADEVPASSA	Native craft	39	Bombay	Porbandar

waters during the year 1909.

Date of casualty.	Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
January 1st	Bassein creek	Bombay coast	Stranding.—Tides and currents	Partially lost	None lost.
Do. 2nd	Koffri Reach	Hughli river	Do. —Error of the man at the wheel.	None lost	Do.
Do. 4th	Off Mahim Bunder	Bombay coast	Sprung a leak.—Heavy weather.	No cargo	Do.
Do. 7th	Off Princes Dock, Bombay harbour.	Do. do.	Foundering.—Sprung a leak	None lost	Do.
Do. do.	Garden Reach	Hughli river	Collision with the S. S. *Ceram.*—Error of the Engineer of that vessel.	No cargo	Do.
Do. do.	Do. do.	Do. do.	Do. with the steamer *Mysore.*—Error of the Engineer.	None lost	Do.
Do. 8th	In the Bhola river	Sunderbans	Do. with the S. L. *Chaitanya.*—Error of the Serang of that vessel.	Do.	Do.
Do. do.	Do. do.	Do.	Do. with the Inland steamer *Swati.*—Error of the Serang.	No cargo	Do.
Do. 10th	In the Nerbudda creek	Gulf of Cambay	Capsized.—Tides and currents.	Partially lost and partially damaged.	Do.
Do. 11th	Mouth of the river Indus	Sind coast	Damage to helm.—Heavy weather.	Partially lost	Do.
Do. 16th	Near Piram island	Gulf of Cambay	Stranding.—Tides and currents.	Do.	Do.
Do. 17th	Off Fort Point	Hughli river	Collision with the S. L. *Hawk.*—Heavy weather.	None lost	Do.
Do. do.	Do.	Do. do.	Do. with the S. S. *Nawab.*—Heavy weather.	No cargo	Do.
Do. 18th	Off Kaup light house	Malabar coast	Stranding.—Error of the Tindal.	Partially lost	Do.
Do. 22nd	Budge Budge	Hughli river	Collision with the S. S. *Trocas.*—Defective Engine room telegraph of that vessel.	None lost	Do.
Do. do.	Do. do.	Do. do.	Do. with the flat *Surdar.*—Defective Engine room telegraph.	No cargo	Do.
Do. do.	Off Shalimar	Do. do.	Do. with the S. S. *Onipenta.*—Defective helm of that vessel.	Do.	Do.
Do. 23rd	Santaram Point, south of Murmagao.	Bombay coast	Stranding.—Error of the Master and the Chief Officer.	None lost	Do.
Do. 26th	Princeps' Ghat, Calcutta	Hughli river	Fire.—Unknown	Partially damaged.	Do.
Do. 27th	South of Harnai	Bombay coast	Stranding.—Heavy weather	All lost	Do.
Do. do.	Calingapatam	Madras do.	Do. Foggy do.	None lost	Do.
Do. 28th	Thana creek	Bombay do.	Capsized.—Error of the Tindal.	Partially lost	Do.
Do. 29th	Ramkristopore	Hughli river	Collision with the Ferry Steamer *Nalini.*—Error of the Serang.	No cargo	Do.
Do. do.	Do.	Do. do.	Do. with the S. L. *Beatrice.*—Error of the Serang.	Do.	Do.
Do. do.	Exact spot not reported	Arabian sea	Damage to Machinery.—Tides and currents.	None lost	Do.
February 1st	Off Colombo harbour	Ceylon coast	Stranding.—Foggy weather	No cargo	Do.
Do. 4th	On the bar of the Surat river	Gulf of Cambay	Foundering.—Heavy weather	Partially lost	Do.
Do. do.	Off Kalai	Bombay coast	Stranding. Do.	Partially lost and partially damaged.	Do.
Do. do.	On the bar of the Surat river	Gulf of Cambay	Sprung a leak. Do.	Partially lost	Do.

E.—CASUALTIES reported in Indian

No.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
30	BARBARA	British screw steamer	2,444	Aden	Chittagong
31	MAHADEVPASSA	Native craft	60	Mangalore	Porbandar
32	SOEMBAWA	Dutch screw steamer	2,573	Soerabaja	Rangoon and Calcutta
33	SAIFI (XEMA)	British screw steamer	446	Bombay	Jeddah and Yembo
34	ABBOTSFORD	Do. do.	2,352	Do.	Rangoon
35	CAPE FINISTERRE	Do. do.	2,803	South Shields	Torrevieja and Calcutta
36	TANNENFELS	German screw steamer.	3,466	Hamburg	Madras and Calcutta
37	JATTRA	British twin screw steamer.	138	Calcutta	Chandballi
38	JOHN HARDIE	Do. screw steamer	2,816	Salif	Calcutta and Moulmein
39	UPADA	Do. do.	3,382	Rangoon	Calcutta
40	MANSUBO	Native craft	47	Verawal	Calicut and Porbandar
41	MATMOOLI	British Indian.	3	Manori	Kalyan.
42	GODAVARI	Do. twin screw steamer.	57	Bombay	Uran
43	RAJPUT	Do. screw steamer.	3,615	Rangoon	Calcutta
44	MACHHERY	Do. Indian	6	Plying within Umarsadi port	
45	DARYA DOWLAT	Do. do.	16	Kalyan	Bombay
46	KYAUKTAN	Do. Brig.	300	Rangoon Pilot station	
47	GUIDE	Do. do.	247	Rangoon Pilot Brig	
48	MANIK PRASAD	Do. Indian	31	Dahanu	Tuna
49	GERMANIC	Do. screw steamer.	2,171	Port Said	Rangoon
50	SHIRALA	Do. do.	3,400	Rangoon harbour	
51	PLANET NEPTUNE	Do. do.	2,821	Glasgow	Bombay and Chittagong
52	KARONGA	Do. do.	2,932	Chittagong	Calcutta and New York.
53	GALAVALE	Do. do.	2,441	Karachi	Bombay and Burma
54	ANAUDI	Do. Indian	6	Revdanda	Dabhol
55	LUNKA	Do. screw steamer.	956	Calcutta	Rangoon
56	IRISMERE	Do. do.	2,327	Do.	Murmagao and Bombay
57	HARIPRASAD	Native craft	43	Billimora	Bombay and Porbandar
58	RAVALNATHPRASAD	British Indian.	3	Gangavali	Vengurla
59	ORONSAY	Do. screw steamer	2,416	Calcutta	Penang

waters during the year 1909—*continued.*

Date of casualty.	Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
February 5th	Lat. 21° 41′ N., Long. 91° 45′ E.	Chittagong coast	Stranding.—Error of the Master	Partially lost	None lost.
Do. 6th	On the bar of the Surat river.	Gulf of Cambay	Foundering.—Heavy weather	Partially lost and partially damaged.	Do.
Do. 10th	On James and Mary shoal	Hughli river	Stranding.—Accidental	None lost	Do.
Do. do.	Near Shab-el-Kabir	Red sea	Do. Error of the 3rd Officer.	No cargo	Do.
Do. 12th	Rangoon river	Burma coast	Collision with Lighter No. 319.—Error of the Serang of the towing launch.	None lost	Do.
Do. 14th	Near Canterbury Wreck buoy	Hughli river	Stranding.—Sudden formation of a lump.	Do.	Do.
Do. 17th	No. 3 Esplanade Moorings, Calcutta.	Do. do.	Collision with the S. S. *Jattra*.—Error of the Engineers of that vessel.	Do.	Do.
Do. do.	Do. do.	Do. do.	Do. with the S. S. *Tannenfels*.—Error of the Engineers.	Do.	Do.
Do. 21st	Fultah Point	Do. do.	Stranding.—Tides and currents	Do.	Do.
Do. 22nd	Hughli do.	Do. do.	Do. Do.	Do.	Do.
Do. 23rd	Netarda Mount	Malabar coast	Foundering.—Heavy weather	Partially lost	Do.
Do. 25th	Near Utan	Bombay do.	Capsized. Do.	Do.	Do.
Do. 27th	Bombay harbour	Do. do.	Collision with Muchwa *Yeshwanty*.—Error of the Master.	No cargo	Do.
Do. 28th	On James and Mary sands	Hughli river	Stranding.—Error of the Pilot.	None lost	Do.
Do. do.	Umarsadi bar	Gulf of Cambay	Capsized.—Heavy weather	No cargo	4 lives lost.
March 1st	Thana creek	Bombay coast	Stranding.—Error of the Tindal	Partially damaged.	None lost.
Do. 2nd	Pilot station, Gulf of Martaban.	Burma do.	Collision with the P. V. *Guide*.—Error of the Master.	No cargo	Do.
Do. do.	Do. do. do.	Do. do.	Do. with the Brig *Kyauktan*.—Error of the Master of that vessel.	Do.	Do.
Do. 7th	One mile off Dahanu	Bombay do.	Stranding.—Tides and currents	Partially lost	Do.
Do. 10th	Exact spot not reported	Bay of Bengal	Fire.—Unknown	In ballast	Do.
Do. 15th	Rangoon river	Burma coast	Collision with a cargo boat—Error of the Tindal of the cargo boat.	None lost	Do.
Do. 17th	Bombay harbour	Bombay do.	Do. with the Bombay Dock wall.—Defective Engines.	Do.	Do.
Do. 20th	Moyapur bar	Hughli river	Stranding.—Tides and currents.	Do.	Do.
Do. 22nd	Moulmein river	Burma coast	Do. Parting of the starboard anchor and cable.	Do.	Do.
Do. 23rd	In the Revdanda Bunder	Bombay do.	Collision with another craft.—Tides and currents.	All lost	Do.
Do. 29th	On Liffey island shoal, Rangoon river.	Burma do.	Stranding.—Error of the Pilot.	None lost	Do.
Do. 31st	Lat. 9° 37′ N. Long. 76° 8′ E.	Malabar do.	Fire.—Spontaneous combustion.	Partially damaged.	Do.
April 5th	Near Madhwada	Kathiawar do.	Sprung a leak.—Heavy weather	Partially lost	Do.
Do. do.	Gangavali creek	Bombay do.	Foundering Do.	No cargo	Do.
Do. 7th	Calcutta	Hughli river	Collision with the flat *Zamindar*.—Error of the Assistant Harbour Master.	None lost	Do.

No.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
60	ZAMINDAR	British flat	700	At Calcutta	
61	TRIESTE	Austrian screw steamer.	3,203	Calcutta	Colombo and Trieste
62	TEESTA	British twin screw steamer.	3,428	Do.	Rangoon
63	LABHSAWAI	Do. Indian	11	Kalyan	Bombay
64	BARAK	Do. flat	700	Naraingunge	Calcutta
65	DARYADOWLAT	Do. Indian	35	Sawta	Dahanu
66	ABOUKIR	Do. screw steamer.	2,346	Tyne	Calcutta and Bombay
67	DARIADOLAT	Native craft	22	Bulsar	Broach and Porbandar
68	PALITANA	British screw steamer.	1,934	Rangoon	Madras
69	PADARUTH	Do. Indian	127	Calicut	Mangalore and Bombay
70	MUSICIAN	Do. screw steamer.	3,047	E. London	Rangoon and Port Said
71	LAMA	Do. do.	957	Rangoon	Calcutta
72	DUNSRIC	Do. do.	1,211	Natal	Rangoon and Calcutta
73	BYCULLA	Do. do.	1,095	Moulmein	Chittagong and Calcutta
74	YESHWANTI	Do. Indian	47	Bombay	Tellicherry
75	SAKHRIA	Native craft	46	Veraval	Calicut and Bombay
76	KRIPAPRASAD	Do. do.	49	Broach	Do. and Karachi
77	MAHAMOODY HOODY	British Indian	21	Tellicherry	Badagara
78	CARGO BOAT No. 66	Do. do.	21	Do.	Do.
79	KALLI BHAGAVATI	Do. do.	45	Do.	Do.
80	HALEDH	Do. do.	27	Do.	Do.
81	KASHIPRASAD	Do. do.	74	Karanja	Calicut
82	HUSENI ALIMADAT	Native craft	156	Mora	Do.
83	FATESALAMAT	Do. do.	85	Porbandar	Calicut and Karachi
84	RATNAGIRI	Do. do.	129	Do.	Do. do.
85	SARASVATI	British screw steamer.	443	Bombay	Mangalore
86	HOPPER BARGE No. 1	Do. steam barge.	Not given	At Calcutta	
87	RONACHAN	Do. steam launch	46	Plying in the Hughli river	
88	LAXUMI	Do. Indian	68	Mora	Tellicherry
89	PUDIA PARODI	Do. do.	16	Kalpeni	Mangalore
90	KHATANPASA	Do. do.	94	Bombay	Calicut and Jodia
91	PATHAHE	Do. do.	30	At anchor in the	Tellicherry roads
92	SALAMATHY	Do. do.	25	Do. do.	do. do.
93	HAREEPRASAD	Do. do.	100	Cannanore	Calicut and Karachi

waters during the year 1909—*continued.*

Date of casualty.	Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
April 7th	Calcutta	Hughli river	Collision with the S. S. *Oronsay*.—Error of the Assistant Harbour Master.	No cargo	None lost.
Do. 9th	Fulta Point	Do. do.	Stranding.—Defective steering gear.	None lost	1 life lost.
Do. 12th	Elephant Point, Rangoon river.	Burma coast	Do. Tides and currents.	Do.	None lost.
Do. 16th	Thana creek	Bombay do.	Foundering.—Error of the Tindal.	All lost	Do.
Do. 17th	Budge Budge	Hughli river	Fire.—Spontaneous combustion	Partially lost and partially damaged.	Do.
Do. 19th	Dahanu creek	Bombay coast	Stranding.—Tides and currents.	Partially lost	Do.
Do. 21st	Bombay harbour	Do. do.	Fire.—Spontaneous combustion.	Partially damaged.	Do.
Do. 23rd	Near Gogha	Gulf of Cambay	Foundering.—Heavy weather	Partially lost	Do.
Do. 27th	Rangoon river	Burma coast	Collision with a cargo boat.—Error of the Serang of the towing launch.	No cargo	Do.
Do. 29th	Mangalore harbour	Malabar do.	Stranding.—Error of the Pilot	Partially lost	Do.
Do. do.	Pegu river	Burma do.	Do. Error of the Assistant Harbour Master.	None lost	Do.
Do. 30th	Hastings Moorings, Calcutta	Hughli river.	Collision with the S. S. *Duneric*—Accidental.	Do.	Do.
Do. do.	Do. do.	Do. do.	Do. with the S. S. *Lama*.—Accidental.	Do.	Do.
May 1st	South end of Lady Clifford channel, Moulmein river.	Burma coast	Stranding.—Error of the River Surveyor.	Do.	Do.
Do. 5th	Off Kasargod	Malabar do.	Damage to vessel.—Heavy weather.	Partially lost	Do.
Do. 6th	Off Quilandy	Do. do.	Stranding.—Heavy weather	All lost	Do.
Do. do.	Calicut roads	Do. do.	Do. Do.	Partially lost	Do.
Do. do.	Badagara do.	Do. do.	Do. Do.	No cargo	Do.
Do. do.	Do. do.	Do. do.	Do. Do.	Do.	Do.
Do. do.	Do. do.	Do. do.	Do. Do.	Do.	Do.
Do. do.	Do. do.	Do. do.	Do. Do.	Do.	Do.
Do. do.	Calicut do.	Do. do.	Do. Do.	In ballast	Do.
Do. do.	Do. do.	Do. do.	Do. Do.	Partially lost and partially damaged.	Do.
Do. do.	Near Ratnagiri	Bombay do.	Damage to vessel.—Heavy weather.	Partially lost	Do.
Do. do.	Near Mangalore	Malabar do.	Sprung a leak. Do.	Do.	Do.
Do. 7th	Bombay harbour	Bombay do.	Collision with the Padow *Ruparel*.—Unknown.	None lost	Do.
Do. do.	Entrance to the Kidderpore Docks.	Hughli river	Do. with the S. L. *Ronachan*.—Error of the Serang of that vessel.	No cargo	Do.
Do. do.	Do. do.	Do. do.	Do. with the Hopper barge No. 1.—Error of the Serang.	Do.	Do.
Do. do.	Off Kundapur	Malabar coast	Damage to vessel.—Heavy weather.	Partially lost	Do.
Do. do.	Off Cannanore	Do. do.	Stranding.—Heavy weather	Do.	Do.
Do. do.	Do. do.	Do. do.	Do. Do.	Do.	Do.
Do. do.	Tellicherry roads	Do. do.	Do. Do.	No cargo	Do.
Do. do.	Do. do.	Do. do.	Do. Do.	Do.	Do.
Do. do.	Off Quilandy	Do. do.	Do. Do.	Partially lost	Do.

E.—CASUALTIES reported in Indian

No.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
94	RAHMANI	British Indian	66	Ponani	Calicut and Jaigad.
95	RUPAWATHI	Do. do.	33	Bankot	Do. and Vengurla
96	FATHAHOOL RAZAAK	Do. do.	29	At anchor in the Tellicherry roads	
97	FATHAHOOL VAHAB	Do. do.	42	Do.	do. do.
98	MAHADEVA PRASAD	Native craft	138	Trombay	Calicut and Salaya
99	LUXMI PASSA	Do. do.	80	Karachi	Cochin
100	PATHAHOOL MOOBARK	British Indian	20	At anchor in the Tellicherry roads	
101	LEKSHMI	Native craft	19	Do.	do. do.
102	SUFYNATHOOL BARKATHY	British Indian	29	Do.	do. do.
103	MANSOORI	Do. do.	28	Do.	do. do.
104	RUIPRASAD	Do. do.	10	Murmagao	Kumta
105	SAFYNATHOO RAHAMATHY	Do. do.	31	At anchor in the Tellicherry roads	
106	ATHIATHOOL JAVADI	Do. do.	27	Do.	do. do.
107	EZATHOOL AHAMADIA	Do. do.	34	Do.	do. do.
108	CHERIA PARODI	Do. do.	15	Kalpeni	Calicut and Mangalore
109	SANTHAN	Do. do.	10	Mangalore	Honawar
110	DASTAGIRI	Do. do.	25	Hangerkutti	Goa
111	RAMBAN	Do. do.	26	Bombay	Badagara and Malwan
112	RAMPASSA	Native craft	116	Calicut	Porbandar
113	DON S. LOURMU	Do. do.	23	Tellicherry	Tadri
114	SAKARIO	Do. do.	54	Bombay	Veraval
115	CHANDRABAN	British Indian	22	Karanja	Thana
116	ORSEOLO	Italian screw steamer	2,849	Venice	Port Sudan and Massowah
117	DUMBEA	French do.	3,220	Colombo	Bombay and Marseilles
118	EGYPT	British do.	4,179	London	Aden and Bombay
119	NIRGIS	Native craft	41	Kutch Mandvi	Lamoo and Jamnagar
120	NARANPASSA	Do. do.	45	Veraval	Calicut and Porbandar
121	NICOMEDIA	German screw steamer.	2,803	Yokohama	Singapore and Colombo
122	CLAN MACKINNON	British screw steamer	3,049	Liverpool	Madras and Calcutta
123	SAKHRI SALAMATY	Do. Indian	11	Bombay	Bhiwandy
124	LALAI	Do. do.	16	Jungle Sakro	Ghizri and Karachi
125	SHAH NAWAZ	Do. screw steamer	2,523	Bombay	Calcutta and Akyab
126	CARGO BOAT No. 59	Do. Indian	47	Moulmein	Paouk
127	MOWLUDY	Do. do.	32	Cochin	Malpe
128	PANDADI MACHHERI	Do. do.	4	Gogo	Bhatha
129	LADY MCCALLUM	Do. twin screw steamer.	531	Ammapatam	Tondi and Colombo

waters during the year 1909—*continued.*

Date of casualty.	Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
May 7th	Off Quilandy	Malabar coast	Stranding.—Heavy weather	None lost	None lost.
Do. do.	Do. do.	Do. do.	Do. Do.	Partially lost	Do.
Do. do.	Tellicherry roads	Do. do.	Do. Do.	No cargo	Do.
Do. do.	Do. do.	Do. do.	Do. Do.	Do.	Do.
Do. do.	Off Quilandy	Do. do.	Do. Do.	All lost	Do.
Do. do.	Near Chowghat	Do. do.	Do. Do.	Partially lost and partially damaged.	Do.
Do. do.	Tellicherry roads	Do. do.	Do. Do.	No cargo	Do.
Do. 7th, 8th	Do. do.	Do. do.	Do. Do.	Do.	Do.
Do. 8th	Do. do.	Do. do.	Foundering. Do.	Do.	Do.
Do. do.	Do. do.	Do. do.	Do. Do.	Do.	Do.
Do. do.	Near Kumta	Bombay do.	Capsized. Do.	Do.	Do.
Do. do.	Tellicherry roads	Malabar do.	Stranding Do.	Do.	Do.
Do. do.	Do. do.	Do. do.	Do. Do.	Do.	Do.
Do. do.	Do. do.	Do. do.	Do. Do.	Do.	Do.
Do. do.	Near Cannanore	Do. do.	Do. Do.	Partially lost	Do.
Do. do.	Malpi	Do. do.	Do. Do.	Do.	Do.
Do. do.	Do.	Do. do.	Do. Do.	Partially lost and partially damaged.	Do.
Do. do.	Do.	Do. do.	Do. Do.	Partially lost	Do.
Do. do.	Near Quilandy	Do. do.	Foundering. Do.	Partially lost and partially damaged.	Do.
Do. do.	Bhatkal Port	Bombay do.	Sprung a leak. Do	Do.	Do.
Do. 9th	On the bar of the Surat river	Gulf of Cambay	Do. Do.	Partially lost	Do.
Do. do.	Karanja creek	Bombay coast	Listing, Do.	Partially lost and partially damaged.	Do.
Do. 12th	10 miles north of North Bluff	Red sea	Stranding.—Accidental	Partially lost	Do.
Do. do.	Bombay harbour	Bombay coast	Collision with the S. S. *Egypt*.—Error of the Engineer.	None lost	Do.
Do. do.	Do. do.	Do. do.	Do. with the S. S. *Dumbea*.—Error of the Engineer of that vessel.	Do.	Do.
Do. do.	Near Sokotra	Arabian sea	Sprung a leak.—Heavy weather	Partially lost	Do.
Do. 13th	Near Somnath	Kathiawar coast	Stranding.—Tides and currents	Partially lost and partially damaged.	Do.
Do. 16th	Colombo harbour	Ceylon do.	Fire.—Unknown	Do.	Do.
Do. do.	Kidderpore Dock	Hughli river	Collision with two cargo boats.—Heavy weather,	In ballast	Do.
Do. 18th	Thana creek	Bombay coast	Stranding.—Error of the Tindal	None lost	Do.
Do. 20th	Near Tursian mouth of the river Indus.	Sind do.	Capsized.—Heavy weather	Partially lost and partially damaged.	Do.
Do. 21st	Devils Point	Hughli river	Stranding.—Defective steering gear.	None lost	Do.
Do. do.	Moulmein river	Burma coast	Do. Accidental	Partially damaged.	Do.
June 4th	Off Calicut	Malabar do.	Do. Heavy weather	None lost	Do.
Do. 5th	Near Dholera	Gulf of Cambay	Capsized.—Do.	No cargo	Do.
Do. do.	Pamban channel	Gulf of Manaar	Stranding. Do.	In ballast	Do.

E.—CASUALTIES reported in Indian

No.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
130	DILWARA	British screw steamer	3,517	London	Madras and Calcutta
131	SHAH NASIR	Do. do.	2,555	Torrevieja	Port Said and Calcutta
132	JATTRA	Do. twin screw steamer.	138	Chandballi	Calcutta
133	NAMBAR	Do. flat	Not given	In her moorings at Garden Reach	
134	BHARATA	Do. screw steamer	1,957	Calcutta	Rangoon
135	BANGALA	Do. do.	1,935	Do.	Do.
136	RENEE RICKMERS	German sailing ship.	1,959	New York	Do.
137	FLAMINGO	British screw steamer	2150	Calcutta	Colombo and Tuticorin
138	SHRI RAMPRASAD	Do. Indian	14	Bombay	Bhiwandy
139	WAZIRI	Do. Inland steamer.	693	Assam	Calcutta
140	HOOGHLY	Do. twin screw steamer.	181	Employed by the Port Commissioners, Calcutta	
141	HENDONHALL	Do. screw steamer	2,588	Calcutta	Port Said
142	LINDULA	Do. do. do.	2,183	Do.	Rangoon
143	PRATIVA	Do. twin screw steamer.	118	Employed by the Port Commissioners, Calcutta	
144	TANNENFELS	German screw steamer.	3,466	New York	Karachi and Bombay
145	BEGUM	British screw steamer	2,942	Java	Madras and Calcutta
146	MAYAN	Do. Inland steamer.	692	Calcutta	Goalundo and Coolundo
147	MIMBU	Do. do.	415	Do.	Cachar
148	ORSEOLO	Italian screw steamer.	2,849	Venice	Calcutta
149	CLAN MACLACHLAN	British screw steamer	3,008	Glasgow	Calcutta and Chittagong
150	BUDRIE	Do. do. do.	1,613	Bombay	Karachi and Berbera
151	JATTRA	Do. twin screw steamer.	138	Calcutta	Chandballi
152	DRACHENFELS	German screw steamer.	4,561	Bassein	Moulmein and Rangoon
153	SHAH NASIR	British screw steamer	2,555	Calcutta	Bombay
154	TARA	Do. twin screw steamer.	3,651	Madras	Calcutta
155	RAHMANI	Do. screw steamer	1,873	Bombay	Hodeidah and Suakin
156	FULWELL	Do. do.	2,382	Madras	Calcutta
157	ZOROASTER	Do. do.	2,376	Cardiff	Saliff and Penang

waters during the year 1909—*continued.*

Date of casualty.	Position of casualty, name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
June 11th	Hughli Point	Hughli river	Stranding.—Accidental	None lost	None lost.
Do. 13th	Moyapur	Do. do.	Do. Sluggishness of the vessel in answering her port helm.	Do.	Do.
Do. 14th	Garden Reach	Do. do.	Collision with the flat *Nambar.*—Error of the Master.	Do.	Do.
Do. do.	Do. do.	Do. do.	Do. with the S. S. *Jattra.*—Error of the Master of that vessel.	Do.	Do.
Do. do.	Rangoon harbour	Burma coast	Do. with a cargo boat.—Error of the Tindal of the boat.	Do.	Do.
Do. 15th	Do. do.	Do. do.	Do. with the ship *Renee Rickmers.*—Error of the Pilot.	Do.	Do.
Do. do.	Do. do.	Do. do.	Do. with the S. S. *Bangala.*—Error of the Pilot of that vessel.	Do.	Do.
Do. do.	Kidderpore	Hughli river	Do. with the Kidderpore Dock wall.—Error of the Dock Master.	Do.	Do.
Do. 17th	Thana creek	Bombay coast	Stranding.—Heavy weather	Partially damaged.	Do.
Do. 18th	Kidderpore	Hughli river	Collision with the S. S. *Hooghly.*—Error of the Serang.	None lost	Do.
Do. do.	Do.	Do. do.	Do. with the S. S. *Wasiri.*—Error of the Serang of that vessel.	No cargo	Do.
Do. 20th	Rasal Ara	Gulf of Aden	Stranding.—Tides and currents	None lost	Do.
Do. 21st	Rangoon river	Burma coast	Collision with the Latter Street Wharf.—Strong tides.	Do.	Do.
Do. 27th	Off Chandpal Ghat, Calcutta	Hughli river	Do. with a passenger boat.—Error of the Tindal of the boat.	No cargo	Do.
July 2nd	Port of Bombay	Bombay coast	Do. with the Pilot Schooner *Zephyr.*—Error of the Master.	None lost	Do.
Do. 3rd	Kidderpore	Hughli river	Do. with the Kidderpore Dock gate.—Error of the Assistant Harbour Master.	Do.	Do.
Do. 4th	Junction of the rivers Doagra and Hatalya Dooaneah.	Sunderbans	Do. with the steamer *Mimbu.*—Error of the Serang.	Do.	Do.
Do. do.	Do. do.	Do.	Do. with the steamer *Mayan.*—Error of the 2nd Serang.	Partially damaged.	Do.
Do. do.	Kidderpore Docks	Hughli river	Damage to vessel.—Unknown	None lost	Do.
Do. 13th	Off Garden Reach	Do. do.	Collision with a cargo boat.—Error of the Tindal of the boat.	Do.	Do.
Do. do.	Lat. 21° N. Long. 63° E.	Arabian sea	Fire.—Unknown	Do.	Do.
Do. 14th	Off Shortt's island	Orissa coast	Stranding.—Error of the Master.	Do.	Do.
Do. 15th	Bassein river	Burma do.	Collision with some cargo boats.—Error of the Pilot.	Do.	Do.
Do. 28th	Budge Budge	Hughli river	Stranding.—Bad steering qualities.	Do.	Do.
Do. 31st	Rangoon harbour	Burma coast	Collision with the Latter Street Wharf.—Heavy weather.	Do.	Do.
August 1st	Off Suakin	Red sea	Stranding.—Accidental	Do.	Do.
Do. 2nd	Garden Reach	Hughli river	Collision with a jetty.—Accidental.	Do.	Do.
Do. do.	Suakin harbour	Red sea	Stranding.—Heavy weather	Do.	Do.

E.—CASUALTIES reported in Indian

No.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
158	CASTELLO	British screw steamer	2,339	Bombay	Karachi and Hull
159	WARDHA	Do. do.	2,552	Calcutta	Mauritius
160	RANGOON	Do. paddle steamer.	439	Rangoon	Henzada
161	FLORICAN	Do. screw steamer	2,382	Calcutta	Mandapam
162	LAXMI	Do. Indian	23	Kalyan	Bombay
163	SPRINGBURN	Do. screw steamer	3,173	Calcutta	Do.
164	VEDDO	Do. do.	2,974	New Castle (New South Wales).	Calcutta and Buenos Ayres
165	MUTTRA	Do. do.	2,985	Calcutta	Bombay
166	LANDAURA	Do. do.	2,157	Do.	Do.
167	FATEREMAN	Native craft	79	Bombay	Porbandar
168	FATELAKHARE	British Indian	54	Porbandar	Bombay
169	WORCESTERSHIRE	Do. twin screw steamer.	4,480	Liverpool	Colombo and Rangoon
170	NOWSHERA	Do. screw steamer	1,961	Calcutta	Rangoon
171	CHAPALA	Do. twin screw steamer.	159	Employed by the	Port Commissioners, Calcutta
172	AN UN-NAMED CARGO BOAT	Native craft	20	At	Calcutta
173	PACHUMBA	British screw steamer	544	Calcutta	Rangoon and Yeh bar
174	LAXMIPASA	Do Indian	84	Bombay	Devagod and Tellicherry
175	MATIANA	Do. screw steamer	3,274	Calcutta	London
176	LAMA	Do. do.	957	Rangoon	Calcutta
177	MAHARAJA	Do. do.	1,415	Calcutta	Port Blair and Rangoon
178	CARGO BOAT No. 10	Do. Indian	25	Plying in	the Hughli river
179	CLAN MATHESON	Do. screw steamer	3,053	Liverpool	Madras and Calcutta
180	TARA	Do. twin screw steamer.	3,651	Singapore	Rangoon and Calcutta
181	VADALA	Do. screw steamer	2,164	Calcutta	Do. and Moulmein
182	ALINE	French screw steamer	1,451	Hamburg	Port Said and Saigon
183	HARIPRASAD	British Indian	16	Bombay	Surat
184	KHENGTI	Do. do.	9	Do.	Kelsh
185	BELLE OF FRANCE	Do. screw steamer	2,469	Madras	Calcutta
186	CITY OF LUCKNOW	Do. do.	2,371	Liverpool	Rangoon and Hamburg
187	GRIQUA	Do. do.	2,099	Newport	Muscat and Busra
188	PAKIALETCHMY	Do. Indian	298	Pt. Pedro	Akyab
189	THANDANTHAPANIPURAVY	Do. do.	226	Valvettiturai	Do.

waters during the year 1909—*continued*.

Date of casualty.	Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
August 16th	Off Khor Angar	Red sea	Stranding.—Error of the Master	None lost	None lost.
Do. 20th	Moyapur	Hughli river	Do. Accidental	Do.	Do.
Do. 26th	Yandoon	Burma coast	Collision with the S. L. *Nawab*—Error of the Master.	No cargo	Do.
Do. 29th	Negapatam	Coromandel do.	Stranding.—Error of the Master	None lost	Do.
Do. 30th	Thana creek	Bombay do.	Do. Error of the Tindal	All lost	Do.
September 2nd	Abreast of the Jarmakers mark.	Hughli river	Do. Tides and currents	None lost	Do.
Do. 2nd, 3rd	Hastings moorings, Calcutta	Do.	Damage to vessel.—Tides and currents.	Do.	Do.
Do. 4th	Munikholi Point	Do.	Stranding.—Error of the Helmsman.	Do.	Do.
Do. 5th	Royapore	Do.	Do. Vessel's refusal to answer her helm.	Do.	Do.
Do. 7th	Near Veraval	Kathiawar coast	Sprung a leak.—Heavy weather	Partially lost and partially damaged.	Do.
Do. do.	Near Utan	Bombay do.	Stranding.—Heavy weather	None lost	Do.
Do. 9th	Rangoon river	Burma do.	Do. Error of the Pilot	Do.	Do.
Do. do.	Off No. 4 Jetty, Calcutta	Hughli river	Collision with a water boat.—Tides and currents.	Do.	Do.
Do. do.	Sankral Reach	Do.	Do. with a cargo boat.—Error of the Tindal of the boat.	No cargo	Do.
Do. do	Kidderpore Docks	Do.	Do. with a pontoon.—Tides and currents.	Do.	1 life lost.
Do. 12th	Vicinity of Wales Rock, Moulmein river.	Burma coast	Stranding.—Error of the Pilot	None lost	None lost.
Do. do.	Off Karwar	Malabar do.	Damage to vessel. - Heavy weather.	Partially lost and partially damaged.	Do.
Do. 16th	Near Lower College Sand buoy.	Hughli river	Stranding.—Tides and currents	None lost	Do.
Do. do.	Western Gut	Do.	Do. Accidental	Do.	Do.
Do. 19th	Abreast of the Hastings moorings, Calcutta.	Do.	Collision with the cargo boat No. 10.—Error of the Tindal of the boat.	Do.	Do.
Do. do.	Do. do.	Do.	Do. with the S. S. *Maharaja*.—Error of the Tindal.	All damaged	Do.
Do. 20th	Calcutta	Do.	Struck by lightning.—Accidental	None lost	Do.
Do. do.	Elephant Point, Rangoon river.	Burma coast	Collision with a Buggalow.—Error of the Tindal of the buggalow.	Do.	Do.
Do 23rd,	Choki Point, Rangoon river	Do.	Do. with a cargo boat.—Unavoidable.	Do.	Do.
Do. 24th	Minikoi island	Arabian sea	Damage to vessel.—Tides and currents.	No cargo	Do.
Do. 28th	6 miles from Dahanu	Bombay coast	Stranding.—Heavy weather	Partially lost	Do.
Do. 29th	Kelsh Bander	Do.	Do. Accidental	Partially damaged.	Do.
October 3rd	Gaspar Sands	Hughli river	Do. Error of the Pilot	No cargo	Do.
Do. 7th	Rangoon harbour	Burma coast	Do. Do.	None lost	Do.
Do. 11th	Lat. 26°24½'N., Long. 56°20'E.	Persian Gulf	Do. Accidental	Do.	Do.
Do. 15th	Lat. 16°16'N., Long. 92°4'E.	Bay of Bengal	Dismasted.—Heavy weather	Sand ballast	1 life lost.
Do. do.	Lat. 16°3'N., Long. 90°26'E.	Do. do.	Do. Do.	Do	None lost.

No.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
190	BERYL	British steam launch	Not given	At Naraingunge	
191	MALDA	Do. screw steamer	1,250	Calcutta	Rangoon
192	HARROW	Do. Indian	600	Naraingunge	Calcutta
193	CRYSTAL	Do. steam launch	18	Calcutta	Serajgunge
194	DEKRANG	Do. flat	807	Do.	Bera
195	ARDMUDDY	Do. Inland steamer.	296	Do.	Khulna
196	CARGO BOAT No. 28	Do. Indian	74	Do.	Serajgunge
197	DIANA	Do. Inland steamer.	275	Do.	Patna and Goalundo
198	VULTURE	Do. do. do.	293	Do.	Chandpur and Goalundo
199	ROHINI	Do. do. do.	374	Ganges despatch service	
200	PANDA	Do. steam launch	Not given	At Khulna	
201	MINNOW	Do. Inland steamer.	81	At Bera	
202	ARDOCK	Do. do. do.	340	Calcutta	Goalundo
203	SURYABAN	Do. Indian	11	Kalyan	Bombay
204	SANGPO	Do. steam tug	125	Plying within the Port of Calcutta	
205	ANATOLIA	Do. screw steamer	2,481	Bimlipatam	Madras and Marseilles
206	BEHAR	Do. steam tug	276	Plying within the Port of Calcutta	
207	HAMEED	Do. Indian	123	Valvettiturai	Negapatam and Akyab
208	NAIRUNG	Do. twin screw steamer.	2,862	Bimlipatam	Calcutta
209	AMINA	Do. do. do.	118	Employed by the Port Commissioners, Calcutta	
210	SIMLA	Do. screw steamer	3,828	London	Calcutta and Antwerp
211	TAROBA	Do. twin screw steamer.	3,657	Singapore	Negapatam and Karikal
212	LUNKA	Do. screw steamer	956	Calcutta	Rangoon
213	CONDOR	Do. paddle steamer.	423	Do.	Chandpur and Goalundo
214	CHAITANYA	Do. steam launch	Not given	Naraingunge	Calcutta
215	MANIKPRASAD	Do. Indian	27	At Dahanu	
216	NERBUDDA	Do. screw steamer	1,961	Bombay	Alleppy and Calcutta
217	PALAKHI	Native craft (Arabia)	169	Chobar	Navibandar and Bombay
218	JEPRASAD	British Indian	25	Kalai	Surat
219	SHWE DINGA	Do. steam launch	10	Myaungmya	Kangyi
220	PADMAVATI	Do. screw steamer	59	Panjim	Jaigad and Bombay
221	BARENDRECHT	Dutch do.	2,092	Middlesborough	Calcutta and New York
222	LINDULA	British do.	2,183	Calcutta	Penang and Rangoon

waters during the year 1909—*continued.*

Date of casualty.	Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
October 17th	Naraingunge	Eastern Bengal	Foundering.—Heavy weather	No cargo	None lost.
Do. do.	On the swatch of no ground	Bay of Bengal	Damage to vessel.—Heavy weather.	Partially damaged.	1 life lost.
Do. do.	Junction of Seebpore Khal and Jabuna.	Sunderbans	Stranding.—Heavy weather	Partially lost and partially damaged.	None lost.
Do. do.	Serajgunge	Eastern Bengal	Foundering. Do.	No cargo	Do.
Do. do.	Bera	Do. do.	Stranding. Do.	None lost	Do.
Do. do.	Moolincho river	Sunderbans	Do. Do.	Partially lost	Do.
Do. do.	Serajgunge	Eastern Bengal	Foundering. Do.	All lost	Do.
Do. 17th, 18th	Goalundo	Do. do.	Do. Do.	Do.	Do.
Do. do.	Do.	Do. do.	Do. Do.	No cargo	Do.
Do. do.	Do.	Do. do.	Do. Do.	All lost	Do.
Do. do.	Khulna	Bengal	Stranding. Do.	No cargo	Do.
Do. 18th	Bera	Eastern Bengal	Do. Do.	Do.	Do.
Do. do.	Goalundo	Do. do.	Do. Do. and collision.	Do.	Do.
Do. do.	Thana creek	Bombay coast	Sprung a leak.—Heavy weather	Partially lost	Do.
Do. 19th	Howrah bridge	Hughli river	Collision with the Howrah bridge.—Defective steering gear.	No cargo	Do.
Do. 21st	Off north bar, Cuddalore	Coromandel coast	Stranding.—Accidental	None lost	Do.
Do. 22nd	Howrah bridge	Hughli river	Collision with the Howrah bridge—Unknown.	No cargo	Do.
Do. 24th	Lat. 16°20'N., Long. 92°44'E.	Bay of Bengal	Dismasted.—Heavy weather	Partially lost and partially damaged.	Do.
Do. 26th	Off Ganjam	Madras coast	Damage to vessel.—Heavy weather.	Partially damaged.	Do.
Do. 29th	Off Juggernath Ghat, Calcutta	Hughli river	Collision with the *cargo boat No. 216*.—Error of the Serang.	No cargo	Do.
November 2nd	Munikoli crossing	Do. do.	Stranding.—Accidental	None lost	Do.
Do. 7th	Off Nagore	Coromandel coast	Collision with a *Catamaran*.—Error of the Tindal of that vessel.	Do.	Do.
Do. 9th	Rangoon river	Burma do.	Do. with a Lighter.—Accidental.	Do.	Do.
Do. 12th	Entrance to Chandpur Nullah	Eastern Bengal	Do. with the S. L. *Chaitanya*—Unknown.	Do.	Do.
Do. do.	Do. do.	Do. do.	Do. with the S. S. *Condor*.—Unknown.	No cargo	Do.
Do. 26th	Dahanu creek	Bombay coast	Capsized.—Tides and currents	Partially lost	Do.
Do. 29th	Tuticorin	Gulf of Manaar	Stranding.—Error of the Master.	None lost	Do.
December 1st	Navibandar	Kathiawar coast	Foundering.—Sprung a leak	Partially lost	Do.
Do. do	Off Daman lighthouse	Bombay do.	Do. Heavy weather	Partially lost and partially damaged.	Do.
Do. 3rd	Kyontonglay-away	Burma do.	Do. Error of the passengers.	No cargo	21 lives lost.
Do. 5th	Off Dabhol	Bombay do.	Collision with Galbut *Ramnath Prasad*.—Error of the Tindal of that vessel.	Do.	None lost.
Do. do.	Kidderpore Dock gate	Hughli river	Fire.—Unknown	Partially damaged.	Do.
Do. 7th	Liffey shoal, Rangoon river	Burma coast	Stranding.—Unavoidable.	None lost	Do.

E.—CASUALTIES reported in Indian

No.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.
223	BUDRIE	British screw steamer	1,613	Bombay . .	Aden and Camaran . . .
224	KELPIE	Do. steam launch	Not given	Plying in the	Port of Calcutta . . . .
225	BEHREND	Do. do. .	Do. .	Plying in the	Hughli river . . . .
226	FATEH KHAIR	Do. Indian .	23	Sirgandha . .	Karachi . . . . .
227	CLAN FORBES	Do. screw steamer	2,509	Chittagong . .	Colombo and London . . .
228	LUNKA	Do. do. .	956	Calcutta . .	Rangoon . . . . .

waters during the year 1909—*concluded.*

Date of casualty.	Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
December 7th .	Camaran harbour . .	Red sea . . .	Stranding.—Accidental . .	No cargo .	None lost.
Do. 16th .	Below Howrah bridge . .	Hughli river . .	Collision with the S. L. *Behrend.* —Error of the Serang.	Do. .	Do.
Do. do. .	Do. do. .	Do. do. .	Do. with the S. L. *Kelpie.* —Error of the Serang of that vessel.	Do. .	Do.
Do. 27th .	40 miles off Sirgandha . .	Sind coast . .	Do. with another vessel. —Tides and currents.	None lost .	Do.
Do. 31st .	Tuticorin roadstead . .	Gulf of Manaar	Fire.—Unknown . . .	Partially lost .	Do.
Do. do. .	Hastings shoal, Rangoon river	Burma coast . .	Stranding.—Error of the Pilot .	None lost .	Do.

CALCUTTA
SUPERINTENDENT GOVERNMENT PRINTING, INDIA
8, HASTINGS STREET

GOVERNMENT OF INDIA

DEPARTMENT OF COMMERCE AND INDUSTRY

SEPARATE REVENUE

COMMERCE AND TRADE—WRECKS AND CASUALTIES

RETURN

OF

WRECKS AND CASUALTIES

IN

INDIAN WATERS

For the year 1910

TOGETHER WITH A CHART SHOWING THE POSITIONS IN WHICH THEY OCCURRED, AND A DIAGRAM SHOWING COMPARATIVE NUMBERS OF THE REPORTED MARITIME WRECKS AND CASUALTIES, THE TOTAL TONNAGE, AND THE NUMBER OF LIVES LOST, FOR THE PAST TWENTY-FIVE YEARS

PREPARED BY

COMDR. C. J. C. KENDALL, D.S.O., R.I.M.

PORT OFFICER AND REGISTRAR OF WRECKS

CALCUTTA

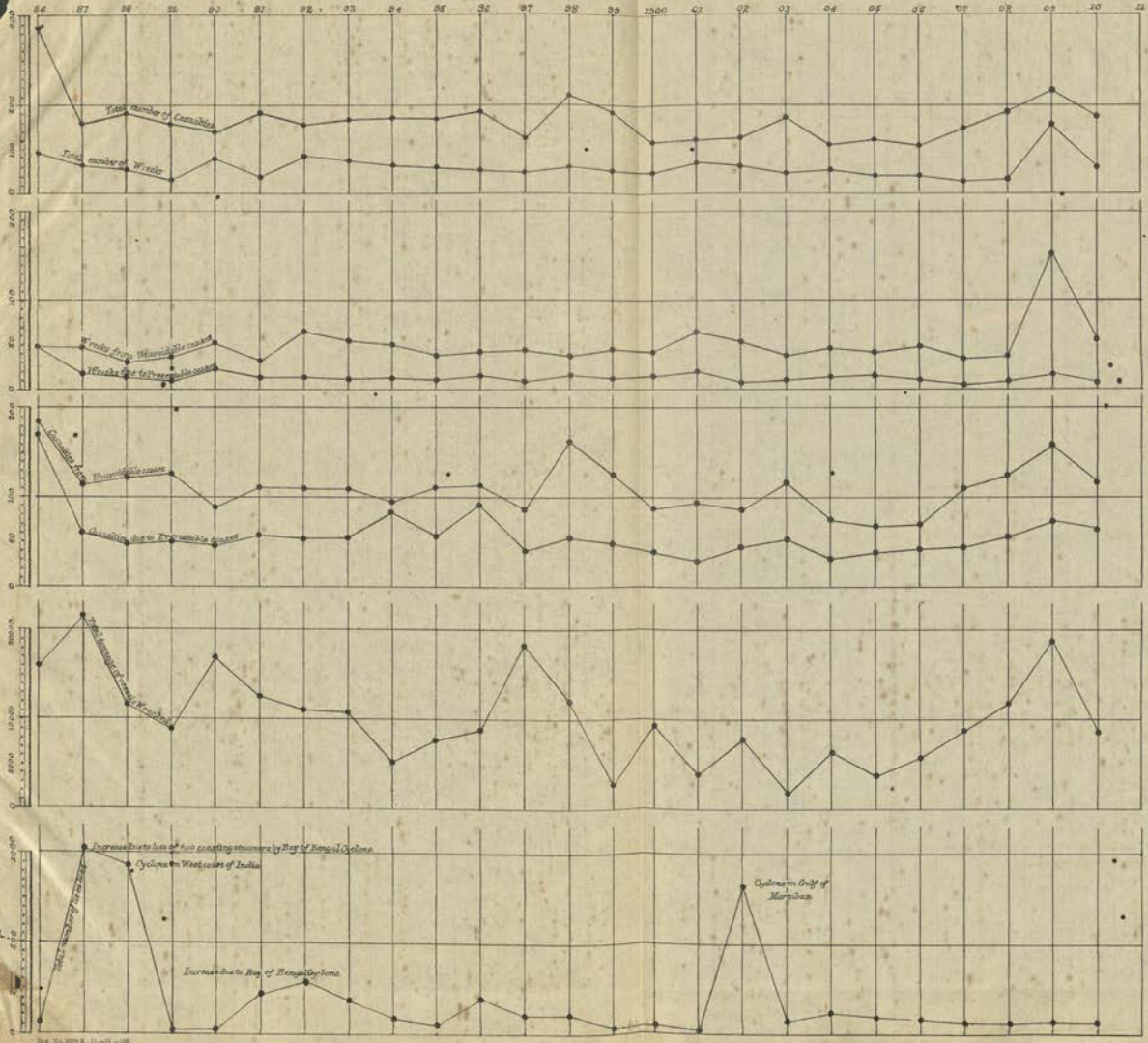
SUPERINTENDENT GOVERNMENT PRINTING, INDIA

1911

WRECK CHART
OF THE
INDIAN OCEAN
REFERENCES
ARABIA
HINDOSTAN
AFRICA

DIAGRAM.

Shewing Comparative Numbers of Maritime Wrecks and Casualties, Total Tonnage, and the Number of Lives lost, reported to the Indian Wreck Department Calcutta, from the year 1886 to 1910 inclusive.


86 87 88 89 90 91 92 93 94 95 96 97 98 99 1900 01 02 03 04 05 06 07 08 09 10 11
Total number of Casualties
Total number of Wrecks
Wrecks from Unseaworthiness
Wrecks due to Preventable causes
Casualties from Unseaworthiness
Casualties due to Preventable causes
Total Amount of Tonnage Wrecked
Increase due to loss of two coasting steamers by Bay of Bengal Cyclone
Cyclone on West coast of India
Increase due to Bay of Bengal Cyclone
Cyclone in Gulf of Martaban

REVIEW.

NOTHING of extraordinary importance occurred during the year 1910 to give the record a prominence over that of the year previous.

A series of fires occurred on board certain vessels early in the year which are sufficiently serious to deserve passing mention:—

(*a*) The Khulna Mail Steamer "Aka," belonging to the Rivers Steam Navigation Company, caught fire on the 6th January 1910, near Seealee, on her way from Barisal to Khulna with mails, cargo, and passengers, and resulted in the loss of 10 lives, her mails, and cargo. A Court of Enquiry was held at Khulna and recorded the opinion that the outbreak was due to the shock of the vessel's grounding whence a portion of the jute on board was brought into contact with a lighted lamp, the jute having been left uncovered and unprotected. The Certificate of the Serang was suspended for a violation of the rules for the protection of Inland Steam vessels from danger by explosion or fire.

(*b*) The total loss of the Steamer "Kashmir" by fire which took place off Dedaye on the 13th January 1910 and the consequent loss of 10 lives was the subject of an enquiry by a Marine Court, and it was held that the fire was brought about by the incompetence of the fireman in charge of the supply of oil fuel to the furnaces.

(*c*) The S. L. "Kelso," which went to the assistance of the Steamer "Kashmir," likewise caught fire, and 7 lives were lost from this vessel.

The bursting of a steam pipe of the German Steamer "Liebenfels" in the Arabian sea, on the 26th December 1910, was responsible for the loss of 5 lives.

There were 61 wrecks and 181 casualties in Indian waters reported to this Department during the year 1910. The wrecks consisted of 4 collisions, 13 founderings, 35 strandings and 9 miscellaneous cases, and the casualties comprised 50 collisions, 5 founderings, 93 strandings, and 33 miscellaneous cases.

Of the wrecks, there were 6 British and Foreign vessels, 40 British Indian vessels, and 15 Native craft. Of the casualties, there were 127 British and Foreign vessels, 46 British Indian vessels, and 8 Native craft.

In a total of 61 wrecks, 21 lives were lost, and in an aggregate of 181 casualties, there were only 43 lives lost.

These wrecks and casualties, making a total of 242 cases, were reported to have occurred in the following localities, *viz.*, 72 on the Bombay coast, 48 in the Hughli river, 32 on the Burma coast, 15 on the Sind coast, 15 on the Malabar coast, 10 in the Gulf of Cambay, 9 on the Ceylon coast, 8 in the Gulf of Aden, and Red sea, 7 on the Kathiawar coast, and the rest in smaller numbers occurred in other localities in Indian waters.

There were other minor cases reported, which were not considered of sufficient importance to be embodied in the Wreck Return.

The following analyses show:— (A) the causes to which the reported maritime wrecks and casualties are attributed; (B) a comparative statement of the reported number of maritime wrecks and casualties recorded in the Indian Wreck Department from the years 1886 to 1910, inclusive, showing respectively, in the cases of British and Foreign vessels, British Indian vessels, and Native craft, whether the disasters were due to unavoidable or preventable causes; (C) a comparative statement showing the reported number of maritime wrecks and casualties in Indian waters, the total tonnage of vessels wrecked, and the number of lives lost, during the years 1886 to 1910, inclusive; (D) a tabular statement of the wrecks, and (E) a tabular statement of the casualties, reported in Indian waters during the year under review, arranged in the order in which they occurred.

A wreck chart of the Indian Ocean, and a diagram showing the reported number of maritime wrecks and casualties in Indian waters, the total tonnage of vessels wrecked, and the number of lives lost during the years 1886 to 1910 are also appended to this Return.

In concluding this review, I desire to acknowledge the courtesy of the various Marine Authorities in India, and the Shipping Firms of Calcutta, in supplying me with detailed information, relating to the wrecks and casualties herein recorded.

C. J. C. KENDALL, COMDR., R.I.M.,

Port Officer and Registrar of Wrecks, Calcutta.

PORT OFFICE;
Calcutta, the 31st March 1911.

A.—Causes to which the reported maritime disasters are attributed.

	Collisions.			Foundderings.			Steandings.			Other Causes.		
	No.	Tonnage.	Lives lost.	No.	Tonnage.	Lives lost.	No.	Tonnage.	Lives lost.	No.	Tonnage.	Lives lost.
WRECKS.												
British vessels.												
Steam	...	...	...	...	...	...	...	...	...	2	3,755	10
Sailing	1	3	...	...	...	...	1	(a)	...	1	(a)	1
British Indian vessels.												
Steam	...	...	...	...	...	...	...	...	...	...	...	...
Sailing	2	(b) 20	...	6	196	...	26	(b) 1,204	2	6	336	...
Native craft of all nationalities.												
Sailing	1	50	6	7	301	...	7	(c) 325	2	...	...	...
Vessels of Foreign nationalities.												
Steam	...	...	...	...	...	...	1	2,090	...	...	...	...
Sailing	...	...	...	...	...	...	...	...	...	...	...	...
Total	4	73	6	13	497	...	35	3,619	4	9	4,091	11
CASUALTIES.												
British vessels.												
Steam	44	(d) 72,957	...	...	...	...	48	96,325	...	18	(d) 42,975	17
Sailing	3	2,084	...	...	...	...	1	300	...	...	...	...
British Indian vessels.												
Steam	...	...	...	...	...	...	...	...	...	...	...	...
Sailing	1	79	...	5	(e) 57	4	32	(e) 980	4	8	193	13
Native craft of all nationalities.												
Sailing	1	43	...	...	...	...	5	362	...	2	93	...
Vessels of Foreign nationalities.												
Steam	1	2,403	...	...	...	...	7	20,536	...	5	14,554	5
Sailing	...	...	...	...	...	...	...	...	...	...	...	...
Total	50	77,566	...	5	57	4	93	118,503	4	33	57,815	35
GRAND TOTAL	54	77,639	6	18	554	4	128	122,122	8	42	61,906	46

(a) Not including the tonnage of 2 British vessels not given.
(b) Ditto ditto 4 British Indian vessels not given.
(c) Ditto ditto 1 Native craft not given.
(d) Ditto ditto 2 British vessels not given.
(e) Ditto ditto 2 British Indian vessels not given.

B.—Comparative Statement of the reported number of maritime wrecks and casualties recorded in the Indian Wreck Department from the years 1886 to 1910, inclusive, showing, respectively, British and Foreign vessels, British Indian vessels, and Native craft.

Year.	Wrecks.						Total.	Casualties.						Total.
	British and Foreign Vessels.		British Indian Vessels.		Native Craft.			British and Foreign Vessels.		British Indian Vessels.		Native Craft.		
	Unavoidable.	Preventable.	Unavoidable.	Preventable.	Unavoidable.	Preventable.		Unavoidable.	Preventable.	Unavoidable.	Preventable.	Unavoidable.	Preventable.	
1886 . .	4	10	30	24	11	12	91	129	130	37	31	16	8	351
1887 . . .	9	9	21	5	19	5	68	151	43	41	7	14	4	260
1888 . . .	3	8	8	7	16	6	48	72	33	39	11	35	...	190
1889 . . .	5	3	22	2	10	1	43	80	40	36	7	10	1	174
1890 . . .	10	11	28	14	9	1	73	65	41	23	7	5	...	141
1891 . . .	7	5	16	2	6	3	39	67	71	45	4	3	2	192
1892 . . .	3	3	30	5	31	...	72	36	48	42	3	29	...	158
1893 . . .	6	4	36	6	9	...	61	46	54	48	4	9	1	162
1894 . . .	2	2	39	5	5	2	55	31	64	55	15	11	3	179
1895 . . .	4	3	28	9	5	...	49	48	36	55	17	6	1	163
1896 . . .	3	3	23	9	10	...	54	38	64	42	20	22	3	189
1897 . . .	4	6	34	4	9	...	57	33	27	43	8	9	...	120
1898 . . .	3	6	19	8	10	...	46	85	44	56	5	20	1	211
1899 . . .	1	3	39	4	6	1	54	84	37	22	3	17	1	164
1900 . . .	2	3	24	6	14	1	50	46	29	33	2	9	...	119
1901 . . .	1	3	46	6	12	1	69	44	15	35	6	19	1	120
1902 . . .	6	1	33	2	11	...	53	29	34	25	9	29	4	130
1903 . . .	...	...	27	5	10	1	43	16	41	84	7	13	2	163
1904 . . .	2	2	27	6	13	3	53	42	26	24	8	10	1	111
1905 . . .	3	6	29	3	2	1	44	28	23	25	7	20	...	103
1906 . . .	2	1	23	9	15	2	52	31	48	16	4	21	...	120
1907 . . .	4	1	19	3	10	...	37	61	32	35	10	12	2	152
1908 . . .	3	2	23	2	9	2	41	77	45	39	8	10	5	184
1909 . . .	14	3	101	3	36	6	163	74	64	58	7	24	1	228
1910 . . .	3	3	36	4	14	1	61	68	59	40	6	7	1	181

C.—Comparative Statement showing the reported number of maritime wrecks and casualties in Indian waters, the total tonnage of vessels wrecked, and the number of lives lost, during the years 1886 to 1910, inclusive.

Year.	Number of wrecks and casualties.	Total tonnage lost.	Lives lost.	Year.	Number of wrecks and casualties.	Total tonnage lost.	Lives lost.
1886	442	15,402	105	1899	218	2,728	22
1887	228	20,022	1,016(*a*)	1900	169	9,140	34
1888	238	11,739(*b*)	917	1901	189	4,980	22
1889	217	9,629	35	1902	183	6,949(*c*)	831
1890	214	16,973	22	1903	206	1,823(*d*)	50
1891	231	12,068	240	1904	164	6,095(*e*)	73
1892	230	10,410	272	1905	147	3,470(*f*)	86
1893	223	12,428	170	1906	172	5,545(*g*)	82
1894	234	5,180	81	1907	189	8,602(*h*)	70
1895	212	7,982	63	1908	225	11,768(*i*)	55
1896	241	8,147	168	1909	391	18,620(*j*)	69
1897	177	18,141	96	1910	242	8,380(*k*)	64
1898	257	11,979	75				

From the foregoing it will be seen that during the past 25 years, *viz.*, from 1886 to 1910, inclusive, the annual average of the reported wrecks and casualties in Indian waters has been 225; the average total tonnage of vessels wrecked was 9,924 and the average number of lives lost was 189.

Notes.—(*a*) Does not include the number of lives supposed to be lost in the S. S. "Lamport."
(*b*) Not including the tonnage of one British Indian and two Native craft not given.
(*c*) Not including the tonnage of one British Steam Launch, three British Indian vessels and one Native craft not given.
(*d*) Not including the tonnage of three British Indian vessels not given.
(*e*) Not including the tonnage of one British flat and two Native craft not given.
(*f*) Not including the tonnage of three British and two British Indian vessels not given.
(*g*) Not including the tonnage of one British Indian vessel and four Native craft not given.
(*h*) Not including the tonnage of two British Indian vessels and two Native craft not given.
(*i*) Not including the tonnage of one British Indian vessel and two Native craft not given.
(*j*) Not including the tonnage of nine British Indian vessels and one Native craft not given.
(*k*) Not including the tonnage of two British vessels, four British Indian vessels and one Native craft not given.

TABULAR STATEMENT OF THE WRECKS

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

D.—Wrecks reported in Indian

No.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.	Date of wreck.
1	Dhanprasad	Native craft	18	Bombay	Jafarabad	January 10th
2	Padmavati	British Indian	104	Dwarka	Angola	Do. 12th
3	Kashmir	British paddle steamer.	835	Rangoon	Bedaye and Mandalay	Do. 13th
4	Bobsingar	Native craft	53	Cochin	Karachi and Tellicherry.	Do. 15th
5	Darya Doulat	British Indian	98	Daman	Zanzibar	Do. 20th
6	Salamathy	Do. do.	34	Mangalore	Cannanore and Azhikal.	Do. 25th
7	Imamshai	Do. do.	32	Karachi	Ketti	February 3rd
8	Pixie	British yacht	3	Bombay	harbour	Do. 6th
9	Fejal Karim	British Indian	45	Veraval	Broach	Do. 16th
10	Sakaria	Native craft	39	Do.	Jafarabad and Bombay.	Do. 26th
11	Lakhmipanssa	British Indian	103	Karachi	Cochin	Do. do.
12	Ranchord Prasa	Native craft	70	Bombay	Jaitapur	Do. 27th
13	Bhobsingar	British Indian	9	Ketti	Karachi	March 4th
14	Hirakankar	Do. do.	5	Plying in the	Vorod Port	Do. 9th
15	Salamaty	Do. do.	17	Mangalore	Ratnagiri	Do. do.
16	Mahadevpansa	Native craft	40	Porbandar	Karachi and Keti Bandar.	Do. 24th
17	Khoja Madad	Do. do.	44	Mangrol	Jafarabad	Do. 29th
18	Ibrahim	British Indian	9	Jaitapur	Calicut and Beypore	April 6th
19	Barnati	Do. do.	Not given	Bombay	harbour	Do. 9th
20	Delagoa	Swedish screw steamer	2,090	Singapore	Colombo and Copenhagen.	Do. 11th
21	Tandel	Native craft	Not given	Mangalore	Karachi	Do. 20th
22	Vebbalatchmy	British Indian	139	Colombo	Akyab and Negapatam.	Do. 29th
23	Allimadat	Do. do.	11	Goregaum	Bankot and Calicut	Do. do.
24	Salumathy	Do. do.	72	Cochin	Ponani	May 9th
25	Ruparel	Do. do.	34	Bhavnagar	Bombay	Do. 14th
26	Dabiadolat	Native craft	95	Bombay	Porbandar	Do. do.
27	Shikra	British Indian	64	Sonmiani	Karachi	Do. 21st
28	Trafalgar	British screw steamer.	2,920	Cardiff	Calcutta and Bombay	Do. 31st
29	Ramban	Native craft	15	At Bombay		June 2nd
30	Dhanprasad	British Indian	59	Cochin	Harnai and Bhavnagar.	Do. 3rd
31	Fatehul Karim	Native craft	61	Mangalore	Bombay and Porbandar.	Do. 4th
32	Rampasa	Do. do.	57	Vengurla	Porbandar	Do. do.
33	Sugalprasad	British Indian	36	Jafarabad	Bombay	Do. do.

waters during the year 1910.

Position of wreck and name of shoal, etc.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
Off Dahanu	Bombay coast	Foundering.—Sprung a leak	All lost	None lost.
Socotra	Arabian sea	Stranding.—Heavy weather	Do.	Do.
Off Dedaye	Burma coast	Fire.—Error of the fireman in charge of the oil fuel supply.	Do.	16 lives lost.
Off Kholar mouth of the river Indus.	Sind do.	Foundering.—Tides and currents	Do.	None lost.
Off Vengurla	Bombay do.	Sprung a leak.—Heavy weather	Do.	Do.
Off Azhikal bar	Malabar do.	Foundering.— Do.	Do.	Do.
Off Pitiani, mouth of the river Indus	Sind do.	Stranding.— Do.	In ballast	Do.
Bombay harbour	Bombay do.	Collision with the S. S. "*Godavari.*" —Error of the Master of that vessel.	No cargo	Do.
Near Lohara lighthouse	Gulf of Cambay	Stranding. Tides and currents	All lost	Do.
Off Surat	Do. do.	Foundering.—Heavy weather	Do.	Do.
Near the mouth of the Tursian, river Indus.	Sind coast	Stranding.— Do.	Do.	Do.
Off Janjira	Bombay do.	Foundering.—Tides and currents	Do.	Do.
Off Peti, mouth of the river Indus.	Sind do.	Capsized.—Heavy weather	Do.	Do.
Off Varoda	Bombay do.	Foundering.— Do.	No cargo	Do.
North of Honawar	Do. do.	Do. Do.	Partially lost.	Do.
Off Tursian, mouth of the river Indus.	Sind do.	Do. Do.	No cargo	Do.
Near Nova Bandar	Kathiawar do.	Do. Tides and currents	Do	Do.
Mouth of the Feypore river	Malabar do.	Stranding.—Heavy weather	Do.	Do.
Bombay harbour	Bombay do.	Collision with the S. S. "*Bardistan.*" —Error of the Tindal.	Do.	Do.
Minicoy island light	Arabian sea	Stranding.—Error of the 2nd officer	Partially lost and partially damaged.	Do.
Bombay harbour	Bombay coast	Do. Unknown	All lost	Do.
Lat. 12° 17′ N., long. 86° 4′ E.	Bay of Bengal	Dismasted.—Heavy weather	Do.	Do.
Off Bankot	Bombay coast	Stranding.—Tides and currents	Do.	Do.
Cochin	Malabar do.	Do. Do.	Partially damaged.	Do.
Near Olpad	Gulf of Cambay	Do. Heavy weather	Partially lost	Do.
Porbandar	Kathiawar coast	Do. Tides and currents	Do. do. and partially damaged.	Do.
Cape Monze	Sind do	Do. Heavy weather	All lost	Do.
Nandgaon Bay	Bombay do.	Fire.—Spontaneous combustion	Do.	Do.
Bombay harbour	Do. do.	Stranding.—Heavy weather	No cargo	Do.
Near Umbargaon	Do. do.	Sprung a leak.—Tides and currents	All lost	Do.
Opposite to Ratia	Kathiawar do.	Stranding.—Heavy weather	Partially lost	Do.
Do. Madhuvpur	Do. do.	Do. Do.	Do.	Do.
Near the mouth of the Bulsar creek.	Gulf of Cambay	Do. Do.	All lost	Do.

D.—Wrecks reported in Indian

No.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.	Date of wreck.
34	Ruparel	British Indian	58	Goa	Broach	June 6th
35	Serampore	Do. flat	Not given.	Naraingunge	Calcutta	Do. 20th
36	Daria Dawlat	Do. Indian	49	Bombay harbour		Do. 23rd
37	Futheymond Beyram	Do. do.	40	Do.		Do. 25th
38	S. S. Lady Fraser's Pinnace.	Do. boat	Not given	Sandheads		July 3rd
39	Dhanbrasad	Do. Indian	37	Bombay	Ratnagiri	September 25th
40	Fathikhur	Do. do.	66	Tuticorin	Camorta	Do. do.
41	Laxumi	Do. do.	Unknown.	Fishing off Kennery light-house.		Do. 29th
42	Yeshwanti	Do. do.	41	Malwan	Bombay	Do. 30th
43	Abbasai	Do. do.	104	Cochin	Karwar and Karachi	Do. do.
44	Labha Sawai	Do. do.	39	Matvad	Karwar	Do. do.
45	Premsagar	Do. do.	Unknown	Bombay	Calicut	Do. do.
46	Laxmi Prasad	Do. do.	24	Umbergaon	Bombay	Do. do.
47	Bakhtawar	Do. do.	29	Bombay	Umbergaon	Do. do.
48	Hari Prasad	Do. do.	22	Balsar	Bombay	Do. do.
49	Labhsawai	Do. do.	39	Bombay	Bhavnagar	Do. do.
50	Narayen Prasad	Do. do.	Unknown	Panjim (Goa)	Veraval	October 1st
51	Laxmiprasad	Do. do.	25	Umbergaon	Bombay	Do. do.
52	Vijanpasha	Do. do.	70	Jafarabad	Do. and Mangalore.	Do. 17th
53	Muhamatu Pukari	Native craft	43	Negapatam	Adirampatam and Trincomali.	November 3rd
54	Palki	Do. do.	37	Mangalore	Cochin	Do. 7th
55	Cullianprassad	British Indian	91	Cochin	Calachel	Do. do.
56	Naranpasha	Native craft	54	Beypore	Veraval	Do. 10th
57	Vithalprasad	British Indian	46	Bombay	Goa	Do. 16th
58	Rehmani	Do. do.	31	Sirgunda	Cochin	December 9th
59	Javerbersa	Do. do.	53	Karachi	Mahamra	Do. 28th
60	Kenti	Do. do.	20	Bombay	Kundapur	Do. do.
61	Ganeshprasad	Native craft	50	Mahul	Mangalore and Bombay.	Do. 31st

waters during the year 1910—*concluded.*

Position of wreck and name of shoal, etc.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
Near Jalapur	Gulf of Cambay	Stranding.— Heavy weather	Partially lost	None lost.
Adashai river	Sunderbans	Do. Accidental	Not reported	Do.
Bombay harbour	Bombay coast	Do. Heavy weather	No cargo	Do.
Do.	Do. do.	Foundering.—Do. do. and collision.	All lost	Do.
Sandheads	Bay of Bengal	Capsized.—Heavy weather	No cargo	1 life lost.
Near the mouth of Ratnagiri creek.	Bombay coast	Stranding.—Tides and currents	None lost	None lost.
About 15 miles west of Jafna	Palk Strait	Do. Error of the Tindal	All lost	Do.
Off Bombay harbour	Bombay coast	Capsized.—Tides and currents	No cargo	Do.
Off Nevra	Do. do.	Stranding.—Heavy weather	Partially lost and partially damaged.	Do.
Purangad	Do. do.	Do. Do.	Do.	Do.
Off Shirgaon	Do. do.	Do. Do.	No cargo	Do.
Off Dabhol	Do. do.	Do. Do.	All lost	1 life lost.
Off Arnalla	Do. do.	Do. Do.	Do.	None lost.
Near Tarapur	Do. do.	Do. Do.	No cargo	Do.
Do. do.	Do. do.	Do. Do.	Partially lost	Do.
Do. Kihim	Do. do.	Do. Do.	Partially lost and partially damaged.	Do.
Do. Jaitapur lighthouse	Do. do.	Do. Do.	Do.	1 life lost.
Do. Agashi	Do. do.	Do. Do.	All lost	None lost.
Mangalore	Malabar do.	Do. Error of the Tindal	Do.	Do.
Muletivu	Ceylon do.	Do. Heavy weather	Do.	2 lives lost.
Off Mount Dilly	Malabar do.	Foundering— Do.	Do.	None lost.
6 miles south of Cochin	Do. do.	Stranding. Do.	Do.	Do.
Entrance to the Beypore river	Do. do.	Do. Tides and currents	Partially lost	Do.
Off Kennery island	Bombay do.	Foundering.—Sprung a leak	All lost	Do.
Off Mount Dilly	Malabar do.	Capsized.—Heavy weather	Do.	Do.
Off Gwadar	Makran do.	Foundering— Do.	Do.	Do.
Near Karwar	Bombay do.	Collision with the S. S. "*Sarasvati.*" Good look out not kept on the steamer.	Do.	Do.
Between Dabhol and Jaygad	Do. do.	Collision with the Steamer "*Sabarmati.*" Regulation lights not exhibited.	Do.	6 lives lost.

TABULAR STATEMENT OF THE CASUALTIES

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

E.—Casualties reported in Indian

No.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.	Date of casualty.
1	Mahronda	British screw steamer.	4,931	Liverpool	Calcutta and London	January 5th
2	Aka	Do. Inland steamer.	225	Barisal	Sacheedah and Khulna	Do. 6th
3	Elizabeth	Russian screw steamer.	2,877	Bombay	Marseilles	Do. do.
4	City of Vienna	British screw steamer.	2,979	Jeddah	Bombay	Do. 10th
5	Chimney	Do. Indian	27	Mangalore	Malpe	Do. do.
6	Mahamoody	Do. do.	17	Malpe	Mangalore	Do. 12th
7	Tanglin	Do. screw steamer.	1,303	Rangoon	Calcutta and Cocanada	Do. 13th
8	Laxumi Prasad	Do. Indian	9	Bombay	Karanja	Do. 14th
9	Lakhmi Pasa	Native craft	49	Dabhol	Bombay	Do. do.
10	Kelso	British steam launch.	40	Kungyungoon	Rangoon	Do. do.
11	Dinsdalehall	Do. screw steamer.	2,531	Calcutta	Bombay	Do. 15th
12	Dhanprasad	Do. Indian	27	Juffrabad	Bulsar	Do. do.
13	Satya Narayen	Do. do.	5	At Revdanda		Do. do.
14	Sugalpassa	Native craft	181	Navanagar	Mangalore and Karachi.	Do. 16th
15	Hiraprasad	Do. do.	44	Bulsar	Calicut and Porbandar	Do. do.
16	Kashiprasad	Do. do.	48	Do.	Porbandar and Surat	Do. 17th
17	Laxmi	British Indian	17	Kalyan	Bombay	Do. 18th
18	Vijaliprasad	Do. do.	42	Cochin	Dahanu and Cutch Mandvi.	Do. 21st
19	Colobaria	Do. screw steamer.	3,432	Bombay	Rangoon	Do. 22nd
20	Orwell	Do. do.	2,446	Grimsby	Calcutta and East African Ports.	Do. do.
21	Siam	Do. Paddle steamer.	831	Rangoon	Mandalay	Do. do.
22	Silesia	Austrian screw steamer.	3,340	Calcutta	Colombo and Trieste	Do. 23rd
23	Machimar Aootya	British Indian	20	Harnai	Bombay	Do. 25th
24	Tremayne	Do. screw steamer.	2,484	Port Said	Rangoon	Do. 28th
25	Laxmiprasad	Do. Indian	8	Kalyan	Bombay	Do. 29th
26	Bhawani	Do do.	7	Do.	Do.	Do. do.
27	Visigoth	Do. screw steamer.	2,613	Calcutta	Moulmein and Rangoon.	Do. 30th
28	Hindu	Do. do.	214	Rangoon	Akyab and Calcutta	Do. 31st
29	Gregory Apcar	Do. do.	2,961	Penang	Calcutta	Do. do.
30	Koning Willem II	Dutch screw steamer.	2,684	Amsterdam	Suez and Sabang	Do. do.
31	Nithyapackiam	British Indian	79	Jaffna	Akyab	February 1st
32	Thayet	Do. steam barge	111	Henzada	Rangoon	Do. 3rd

waters during the year 1910.

Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
Kidderpore Docks	Hughli river	Fire.—Spontaneous combustion	Partially damaged.	None lost.
Seealee	Atharabanki river	Do. Error of the Serang	All lost	10 lives lost.
Straits of Babel Mandeb	Red sea	Stranding.—Error of the Master	Unknown	None lost.
Perim harbour	Do.	Do. Do. Pilot	In ballast	Do.
Malpe	Malabar coast	Do. Heavy weather	Do.	Do.
Mangalore bar	Do. do.	Do. Accidental	All lost	Do.
Rangoon	Burma do.	Collision with a Steam Launch.—Error of the Serang of the launch.	None lost	Do.
About 6 miles off Bombay	Bombay do.	Stranding.—Heavy weather	No cargo	Do.
Off Alibag	Do. do.	Sprung a leak.— Do.	Partially lost and partially damaged.	Do.
Off Dedaye	Burma do.	Fire.—Accidental	No cargo	7 lives lost.
Lat. 6° 56′ N., Long. 82° 3′ E.	Ceylon do.	Stranding.—Error of the Master	None lost	None lost.
Near Umarsadi	Gulf of Cambay	Do. Heavy weather	All lost	3 lives lost.
Revdanda	Bombay coast	Capsized. Do.	No cargo	None lost.
Near Dwarka	Kathiawar do.	Stranding. Do.	Partially lost and partially damaged.	Do.
Near Dahanu	Bombay do.	Damage to vessel.—Do.	Partially lost	Do.
Near Navibandar	Kathiawar do.	Stranding.—Heavy weather	Do.	Do.
Thana creek	Bombay do.	Do. Do.	All lost	Do.
Dahanu creek	Do. do.	Do. Do.	None lost	Do.
Off Mower's Point, Rangoon river.	Burma do.	Collision with a cargo boat.—Error of the Tindal of the boat.	In ballast	Do.
Rangoon harbour	Do. do.	Do. with the S. S. "*Siam*".—Error of the Master of that vessel.	None lost	Do.
Do. do.	Do. do.	Do. with the S. S. "*Orwell*."—Error of the Master.	Do.	Do.
Lat. 11° 33′ N., Long. 61° 01′ E.	Arabian sea	Fire.—Unknown	Partially lost and partially damaged.	Do.
Near Anjarla	Bombay coast	Stranding.—Accidental	Do.	Do.
Moulmein	Burma do.	Do. Do.	None lost	Do.
Thana	Bombay do.	Do. Heavy weather	All lost	Do.
Do.	Do. do.	Do. do.	Do.	Do.
Hastings shoal, Rangoon river.	Burma do.	Collision with a cargo boat.—Error of the Tindal of the boat.	None lost	Do.
Chittagong river	Chittagong coast	Stranding—Tides and currents	Do.	Do.
Esplanade moorings, Calcutta	Hughli river	Fire.—Accidental	Partially damaged.	Do.
Exact spot not reported	Indian Ocean	Damage to Boilers.—Unknown	None lost	Do.
About 20 miles south of the Sacramento light-house.	Madras coast	Collision with another brig.—Error of the Tindal of that brig.	In ballast	Do.
2 miles above Dedaye	Burma do.	Collision with the S. L. "*Soke*."—Unknown.	None lost	Do.

E.—CASUALTIES reported in Indian

No.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.	Date of casualty.
33	SOHO	British steam launch.	15	Rangoon	Dodaye	February 3rd
34	SATSUMA	British screw steamer.	2,690	Manila	Sabang and New York.	Do. 6th
35	GODAVARI	British twin screw steamer.	57	Dharamtar	Mandva and Bombay	Do. do.
36	LAXMI	British Indian	9	Trombay	Bombay	Do. 13th
37	UMLAZI	Do. screw steamer.	1,133	Natal	Colombo and Calcutta	Do. 14th
38	MAHRATTA	British Inland steamer.	404	Morelgunge	Calcutta	Do. 18th
39	ENGLAND	Do. do.	30	Calcutta	Naraingunge	Do. do.
40	LOCH TAY	British screw steamer.	3,416	Cardiff	Massowah and Port Said.	Do. do.
41	KHATOOPASA	Native craft	43	Goa	Sahya	Do. 18th
42	HARPENDEN	British screw steamer.	2,302	South Shields	Bombay	Do. 19th
43	LAXMI	Do. Indian	61	Cochin	Calicut and Veraval	Do. do.
44	GALAVALE	Do. screw steamer.	2,441	South Shields	Bombay and Karachi	Do. 22nd
45	CARGO BOAT No. 50	Do. Indian	32	Calicut	Beypore and Kulasekarapatnum.	Do. 24th
46	M. MEANATCHY	Do. screw steamer.	1,368	Calcutta	Rangoon and Barwa	Do. 27th
47	KHUDABUX	Do. Indian	36	Manori	Dantivra	Do. do.
48	GOLIATH	Do. screw steamer.	244	At	Rangoon	March 1st
49	TRIKAMPRASAD	Do. Indian	10	Bhavnagar	Kavi	Do. 6th
50	SWALLOW	Do. steam Hopper Barge.	497	Kalagouk	Rangoon	Do. 7th
51	JATTRA	Do. twin screw steamer.	138	Calcutta	Chandbally	Do. 9th
52	SANDPIPER	Do. do.	426	Dredging in the	Hughli river	Do. do.
53	LABHSAVAI	Do. Indian	18	Sauta	Dahanu	Do. 11th
54	LUKHMIPASA	Native craft	36	Sirgandha	Beyt	Do. 12th
55	ACARA	British screw steamer.	3,173	Liverpool	Bassein and Port Said.	Do. 13th
56	SPRINGBURN	Do. do.	3,173	Hamburg	Bombay and Calcutta	Do. do.
57	LADY FRASER	Do. twin screw steamer.	593	Anchored in her moorings at Calcutta.		Do. do.
58	NORFOLK	Norwegian screw steamer.	2,349	Sunderland	Calcutta and Colombo	Do. 14th
59	FIFE	British screw steamer.	2,494	Penang	Do. do.	Do. do.
60	KURDISTAN	Do. do.	1,741	Port Sudan	Aden and Bussorah	Do. 18th
61	LAXMI	British Indian	15	Kalyan	Bombay	Do. 22nd
62	SROJ	Austrian screw steamer.	2,354	Trieste	Moulmein and Rangoon.	Do. 28th

waters during the year 1910—*continued.*

Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
2 miles above Dedaye .	Burma coast . .	Collision with the Steam barge "*Thayet.*"—Unknown.	None lost .	None lost.
Perim harbour . . .	Red sea . . .	Fire.—Spontaneous combustion .	Do. .	Do.
Bombay harbour . . .	Bombay coast . .	Collision with the Yacht "*Pixie.*"—Error of the Master.	No cargo .	Do.
Trombay port . . .	Do. do. .	Foundering.—Tides and currents .	All lost .	Do.
Moyapur	Hughli river . .	Stranding.—Error of the Pilot .	None lost .	Do.
Entrance to the Munkie river .	Sunderbans . .	Collision with the Steamer "*England.*"—Error of the Serang on duty.	Do. .	Do.
Do. do. .	Do. . .	Collision with the Steamer "*Makratta.*"—Error of the Serang of that vessel.	No cargo .	Do.
Rangoon	Burma coast . .	Collision with a cargo boat.—Error of the Tindal of the boat.	None lost .	Do.
Porbandar	Kathiawar coast .	Collision with the Steamer "*Bahaduri.*"—Error of the Tindal.	Partially lost	Do.
Fort Gloster	Hughli river . .	Stranding.—Error of the Pilot . .	Water ballast .	Do.
North of Calicut . . .	Malabar coast . .	Capsized.—Heavy weather . .	All lost .	Do.
Lat. 24° 32′ N., Long. 67° 10′ E.	Sind do. . .	Stranding.—Error of the Master .	None lost .	Do.
About 4 miles south of Manapad.	Gulf of Manar .	Capsized.—Tides and currents . .	All do. .	Do.
Off Botatoung buoy, Rangoon river.	Burma coast . .	Stranding.—Accidental	No cargo .	Do.
Dantivra creek . . .	Bombay do. .	Capsized.—Tides and currents . .	Partially lost .	Do.
East of Botatoung buoy, Rangoon river.	Burma do. .	Collision with a Cargo boat.—Error of the Tindal of the boat.	No cargo .	Do.
Near Vadgaum . . .	Gulf of Cambay .	Stranding.—Heavy weather . .	Partially lost and partially damaged.	Do.
Hastings shoal, Rangoon river.	Burma coast . .	Do. Error of the Pilot .	None lost .	Do.
Garden Reach . . .	Hughli river . .	Collision with the dredger "*Sandpiper.*"—Accidental.	Do. .	Do.
Do. . . .	Do. . .	Do. with the S. S. "*Jattra.*"—Accidental.	No cargo .	Do.
Dahanu creek . . .	Bombay coast . .	Stranding.—Tides and currents .	Partially lost .	Do.
30 miles off Sirgandha . .	Sind do. . .	Do. Heavy weather . .	Do. do. and partially damaged.	Do.
Diamond island . . .	Burma do. . .	Do. Error of the Pilot and the Master.	Do. do. .	Do.
No. 2 Kidderpur moorings, Calcutta.	Hughli river . .	Collision with the S. S. "*Lady Fraser.*"—Accidental.	Water ballast .	Do.
Do. do. .	Do. . .	Do. with the S. S. "*Springburn.*"—Accidental.	No cargo .	Do.
Calcutta	Do. . .	Stranding.—Foggy weather . .	None lost .	Do.
Off Kidderpur Dock, Calcutta .	Do. . .	Collision with the Upper Gas buoy.—Foggy weather.	Do. .	Do.
North end of Perim . .	Red sea . . .	Stranding.—Error of the Master .	Do. .	Do.
Thana	Bombay coast . .	Stranding.—Tides and currents .	All lost .	Do.
Pegu river	Burma do. . .	Do. Parting of the cable and chain.	None lost .	Do.

E.—CASUALTIES reported in Indian

No.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.	Date of casualty.
63	ARLINGTON COURT	British screw steamer.	2,833	Rangoon	Bombay	March 30th
64	VADALA	Do. do.	2,164	Rangoon	Bhavnagar and Calcutta.	April 1st
65	BUDRIE	Do. do.	1,613	Berthed at Prince's Dock, Bombay harbour.		Do. do.
66	DARYADOULAT	Do. Indian	11	Dantivra	Bandora	Do. 6th
67	COLABA	Do. screw steamer.	3,899	Bombay	Colombo and Rangoon.	Do. 7th
68	BELLE OF ENGLAND	Do. do.	2,469	Kankesanturai	Tuticorin and Rangoon.	Do. do.
69	KHODOUNG	Do. do.	913	Rangoon	Calcutta	Do. 9th
70	KHANDARAS MALHARI	Do. Indian	23	Kalyan	Bombay	Do. 11th
71	GEIQUA	Do. screw steamer.	2,099	Rangoon	Do.	Do. 15th
72	SCOTLAND	Do. Inland steamer.	Not given.	Hughli river		Do. 19th
73	KARIKAL	Do. flat	734	At anchor at Goosery.		Do. do.
74	IYOLA	Do. screw steamer.	3,402	Calcutta	Bombay	Do. 21st
75	THANALETCHIMY	Do. Indian	192	Akyab	Negapatam and Cuddalore.	Do. 26th
76	HENRY R. JAMES	Do. screw steamer.	1,974	Karachi	Bombay and Hamburg.	Do. 28th
77	STRATHGARRY	Do. do.	2,840	Calcutta	Karachi	Do. do.
78	CROSSBY	Do. do.	2,631	Do.	Do.	Do. do.
79	SONNEBERG	German screw steamer.	2,470	Colombo	Cochin and Marseilles	Do. do.
80	KUM SANG	British screw steamer.	2,078	Calcutta	Penang and Hongkong.	May 3rd
81	BHAWANI	Do. Indian	9	Bombay	Mora	Do. 4th
82	NURANI	Do. twin screw steamer.	2,870	Calcutta	Galle and Bombay	Do. 5th
83	GODAVARI	Do. do.	57	Bombay	Hog island and Ulwa.	Do. 11th
84	JAIWANTI	Do. Indian	49	Do.	Karanja and Vengarla.	Do. 12th
85	LAMA	Do. screw steamer.	957	Calcutta	Rangoon	Do. 13th
86	ALDGATE	Do. do.	2,208	Do.	Bombay	Do. 14th
87	ARDOCH	Do. Inland steamer.	368	Do.	Barisal	Do. 16th
88	MAROA	Do. screw steamer.	4,461	Barry	Calcutta and Bombay	Do. do.
89	GYMERIC	Do. do.	2,598	Calcutta	Colombo and Boston	Do. 18th
90	SHAHAJAHAN	Do. Indian	33	Matunga	Bombay	Do. 23rd

waters during the year 1910—*continued.*

Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
Eastern Grove, Rangoon river	Burma coast	Stranding.—Through vessel taking a sheer.	None lost	None lost.
Prince's Dock, Bombay harbour	Bombay do.	Collision with the Dock wall and with the S. S. "*Budrie.*"—Error of the 3rd Engineer.	No cargo	Do.
Do. do.	Do. do.	Do. with the S. S. "*Vadala.*"—Error of the 3rd Engineer of that vessel.	Do.	Do.
Dantivra Bar	Do. do.	Stranding.—Tides and currents	Partially lost and partially damaged.	Do.
No. 5 Dalla buoy, Rangoon harbour.	Burma do.	Collision with the S. S. "*Belle of England.*"—Error of the Assistant Harbour Master.	None lost	Do.
Do. do.	Do. do.	Do. with the S. S. "*Colaba.*"—Error of the Assistant Harbour Master of that vessel.	Do.	Do.
Below Fulta Point	Hughli river	Stranding.—Accidental	No cargo	Do.
Near Bhandup	Bombay coast	Do. Do.	All lost	Do.
Lat. 15° N., Long. 91° 30′ E.	Bay of Bengal	Damage to vessel.—Heavy weather	Unknown	Do.
Close to Goosery sand	Hughli river	Collision with the flat "*Karikal.*"—Error of the Serang.	No cargo	Do.
Do. do.	Do. do.	Do. with the steamer "*Scotland.*"—Error of the Serang of that vessel.	Do.	Do.
Sankral Cask buoy	Do. do.	Stranding.—Tides and currents	None lost	Do.
Opposite Cuddalore light-house	Coromandel coast	Do. Parting of the cable	Partially lost	Do.
Bombay harbour	Bombay do.	Collision with the Prince's Dock wall.—Error of the 2nd Engineer.	In ballast	Do.
Karachi	Sind do.	Fire.—Spontaneous combustion	None lost	Do.
Do.	Do. do.	Do. Do.	Do.	Do.
Off Sokotra	Arabian sea	Fire.—Unknown	Do.	Do.
Jarmakers Reach	Hughli river	Stranding.—Jamming of the helm	Do.	Do.
Bombay harbour	Bombay coast	Foundering.—Sprung a leak	All lost	Do.
Off Galle harbour	Ceylon do.	Stranding.—Tides and currents	None lost	Do.
Panwell creek	Bombay do.	Do. No. 2 buoy out of position	No cargo	Do.
Kansa rocks	Do. do.	Do. —Accidental	All lost	Do.
Rangoon river	Burma do.	Collision with the S. L. "*Sortie.*"—Error of the Assistant Harbour Master.	None lost	Do.
Bombay harbour	Bombay do.	Fire.—Spontaneous combustion	Do.	Do.
Garden Reach	Hughli river	Collision with the S. S. "*Maroa.*"—Unknown.	Do.	Do.
Do. do.	Do. do.	Do. with the S. S. "*Ardoch.*"—Unknown.	Do.	Do.
Lat. 6° 59½′ N., Long. 81° 53′ E.	Ceylon coast	Stranding.—Tides and currents	Do.	Do.
Mahul Pier	Bombay do.	Do. Do.	Do.	Do.

E.—CASUALTIES reported in Indian

No.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.	Date of casualty.
91	SUMATRA	British screw steamer.	2,976	Calcutta	Colombo and London	May 29th
92	PILOT	Do. steam tug	143	Employed by the Port Commissioners, Calcutta.		Do. do.
93	DHILLING BARGE No. 94	Do. Indian	Not given.	Bombay harbour.		June 2nd
94	MAGDALA	Do. screw steamer	3,134	Calcutta	Bombay	Do. 5th
95	TROWBRIDGE	Do. do.	2,380	Do.	Bombay and Antwerp	Do. do.
96	VITHALPRASAD	Do. Indian	38	Goa	Broach	Do. do.
97	DUNERIC	Do. screw steamer.	1,311	Rangoon	Calcutta and Colombo	Do. do.
98	CRAIGELLACHIE	Do. do.	2,267	Calcutta	Karachi	Do. 6th
99	INVERNESS	Do. do.	2,401	Port Oregon	Maroran and Calcutta	Do. 7th
100	BAHADUR	Do. do.	2,936	Marmugao	Calcutta	Do. 8th
101	STATESMAN	Do. screw steamer.	4,003	At Colombo		Do. 9th
102	MACHINERY	Do. Indian	6	Broach	Gogo	Do. 16th
103	TRIESTE	Austrian screw steamer.	3,203	Trieste	Aden and Bombay	Do. do.
104	DHAN PRASAD	Native craft	81	Cochin	Bombay	Do. 17th
105	MAJIDI	British screw steamer.	1,857	Calcutta	Aden and Bombay	Do. do.
106	BUCENTAUR	Do. do.	2,283	Beira	Karachi and Port Said.	Do. 23rd
107	WARWICKSHIRE	Do. twin screw steamer.	5,064	Liverpool	Colombo and Rangoon	July 3rd
108	NAIRN	Do. screw steamer.	2,324	Colombo	Calcutta	Do. 6th
109	MALWA	Do. twin screw steamer.	5,904	Sydney	Fremantle and London.	Do. do.
110	NERBUDDA	Do. screw steamer.	1,961	Bombay	Cocanada and Calcutta.	Do. do.
111	MAROA	Do. do.	4,451	Barry	Calcutta and Bombay	Do. 10th
112	CARGO BOAT No. 2	Do. Indian	38	Cuttack	Bhutmundi and Hukitola.	Do. 14th
113	WEARMOUTH	Do. screw steamer.	2,307	Karachi	Calcutta and Singapore.	Do. 30th
114	OTHELLO	Do. do.	3,327	Hull	Suez and Bombay	Do. do.
115	WALKURE	German screw steamer.	2,403	Sunderland	Calcutta and Karachi	August 1st
116	BRAHMINI	British flat	900	Calcutta	Naraingani	Do. do.
117	COMERIC	Do. screw steamer.	2,594	Durban	Calcutta	Do. 3rd
118	CRESSWELL	Do. do.	2,003	Algoa Bay	Durban and Karachi	Do. 8th
119	CRAIGMHOR	Do. do.	2,397	Dumbarton	Colombo and Calcutta	Do. 20th
120	NAM SANG	Do. do.	2,591	Calcutta	Penang	Do. 21st
121	BHARATA	Do. screw steamer.	1,957	Do.	Rangoon	Do. do.

waters during the year 1910—*continued.*

Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
Kidderpore Dock	Hughli river	Collision with the S. T. "*Pilot.*"—Error of the Engineer of that vessel.	None lost	None lost.
Do. do.	do. do.	Do. with the S. S. "*Sumatra.*"—Error of the Engineer.	No cargo	Do.
Bombay harbour	Bombay coast	Foundering.—Heavy weather	Do.	4 lives lost.
Do. do.	Do. do.	Fire.—Spontaneous combustion	None lost	None lost
Do. do.	Do. do.	Collision with the Dock wall.—Error of the 3rd Engineer.	Do.	Do.
Nowapur Bunder	Do. do.	Stranding.—Heavy weather	Partially lost	Do.
Poojali Point crossing	Hughli river	Do. Defective steering gear	None lost	Do.
Hughli Bight	Do. do.	Do. Accidental	Do.	Do.
Fulta Point	Do. do.	Do. Unavoidable	Do.	Do.
Marmugao	Goa coast	Do. Accidental	Do.	Do.
Colombo	Ceylon do.	Fire.—Unknown	Partially damaged.	Do.
Mouth of the river Narbudda	Gulf of Cambay	Stranding.—Heavy weather	Do.	Do.
Lat. 14° 11′ N., Long. 53° 6′ E.	Arabian sea	Damage to vessel.—Tides and currents	None lost	Do.
Outside the Malpe Bar	Malabar coast	Stranding.—Heavy weather	Partially lost	Do.
Hughli Bight	Hughli river	Do. Jamming of the helm	None lost	Do.
Karachi harbour	Sind coast	Fire.—Accidental	Do.	Do.
Outside the Elephant Point, Rangoon river.	Burma do.	Stranding.—Error of the Pilot	Do.	Do.
Lat. 6° 33′ N., Long. 79° 49′ E.	Ceylon do.	Collision with the S. S. "*Malwa.*"—Unascertainable by Court of Enquiry.	No cargo	Do.
Do. do.	Do. do.	Do. with the S. S. "*Nairn.*"—Unascertainable by Court of Enquiry.	Do.	Do.
James and Mary Bar	Hughli river	Stranding.—Error of the Pilot	None lost	Do.
Hughli Point	Do. do.	Do. Tides and currents	Do.	Do.
False Point	Orissa coast	Capsized.—Error of the passengers	No cargo	12 lives lost.
No. 1 Track, Moyapore	Hughli river	Stranding.—Accidental	None lost	None lost.
North of Perim Island	Red sea	Do. Error of the Master	Do.	Do.
Budge Budge	Hughli river	Collision with the flat "*Brahmini.*"—Error of the Pilot.	Do.	Do.
Do.	Do. do.	Do. with the S. S. "*Walkure.*"—Error of the Pilot of that vessel.	Do.	Do.
Lat. 20° N., Long. 88° E.	Bay of Bengal	Damage to vessel.—Tides and currents.	In ballast	Do.
About 21 miles south of Karachi.	Sind coast	Stranding.—Chronometer out of order.	No cargo	Do.
Sankral	Hughli river	Do. Defective steering gear	In ballast	Do.
Moyapore Reach	Do. do.	Do. Error of the Pilot	None lost	Do.
Do. Bar	Do. do.	Do. Accidental	Do.	Do.

E.—CASUALTIES reported in Indian

No.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.	Date of casualty.
122	OTHELLO	British screw steamer.	3,327	Hull	Bombay and Karachi	August 21st
123	TANNENFELS	German screw steamer.	3,466	Calcutta	Bassein and Bremen	Do. do.
124	KOHINUR	British screw steamer.	1,404	Do.	Chittagong	Do. 22nd
125	VIRAWA	Do. do.	2,176	Bombay	Madras and Calcutta	Do. do.
126	LUNKA	Do. do.	956	Calcutta	Rangoon	Do. 23rd
127	TONG HONG	Do. do.	1,314	Penang	Do.	Do. 30th
128	RAUENFELS	German screw steamer.	3,523	New York	Hodeidah and Bombay	Do. do.
129	OSPREY	British Inland steamer.	209	Calcutta	Cachar	September 4th
130	AMBAR	Native craft	16	Karachi	Bokrirs Jungle	Do. 5th
131	ANNAPOORANY AMMA	British Indian	72	Cocanada	Kaits	Do. 6th
132	KASENGA	Do. screw steamer.	2,923	Calcutta	Colombo	Do. 7th
133	SIRDHANA	Do. do.	2,074	Do.	Rangoon and Moulmein.	Do. 8th
134	LUNKA	Do. do.	956	Rangoon	Calcutta	Do. do.
135	ARDSHEIL	Do. Inland steamer.	368	Khulna	Do.	Do. 20th
136	MAHAJAN	Do. flat	450	Naraingange	Do.	Do. do.
137	INDRAVATI	Do. screw steamer.	513	Mangalore	Bhatkal and Kumpta	Do. 21st
138	NARAYEN PRASAD	Do. Indian	14	Mahad	Bankot and Dabhol	Do. 29th
139	LAXUMI PRASAD	Do. do.	7	Plying in the sea	off Karanja	Do. do.
140	SURYABAN	Do. do.	6	Do. do.	do.	Do. do.
141	SURYABAN	Do. do.	8	Plying in the sea	off Rewas	Do. do.
142	RUPAREL	Do. do.	29	Umbergaon	Bombay	Do. 30th
143	KASHI PRASAD	Do. do.	22	Do.	Do.	Do. do.
144	DHANPRASAD	Do. do.	Unknown	Balsar	Prombay	Do. do.
145	THAKUR PRASAD	Do. do.	25	Umbergaon	Bombay	Do. do.
146	KOHINUR	Do. screw steamer.	1,404	Glasgow	Calcutta and Chittagong.	October 2nd
147	BLAKE	Do. do.	2,396	Calcutta	Mandapam	Do. 4th
148	MANEKPRASAD	Do. Indian	8	Broach	Bhavnagar	Do. 5th
149	LAXMIPRASAD	Do. do.	24	Bhavnagar	Bombay	Do. 10th
150	ELLERIC	Do. screw steamer.	2,322	Natal	Calcutta	Do. 20th
151	MOHIDIN	Do. Indian	27	Kundapur	Mangalore	Do. do.
152	SINGU	Do. screw steamer.	1,912	Rangoon	Calcutta	Do. do.

waters during the year 1910—*continued.*

Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
Lat. 24° 13′ N., Long. 67° 17′ E.	Sind coast . .	Stranding.—Error of the Master and Officers.	Partially lost .	None lost.
Devils Point, Bassein river .	Burma do. . .	Do. Error of the Pilot .	None lost .	Do.
Moyapore Bar . . .	Hughli river . .	Do. Accidental . . .	Do. .	Do.
Hughli Point . . .	Do. do. . .	Collision with a Cargo boat.—Error of the Tindal of the boat.	Do. .	Do.
Moyapore Bar . . .	Do. do. . .	Stranding.—Accidental . . .	Do. .	Do.
Off Sparks street Pontoon, Rangoon river.	Burma coast . .	Collision with a Cargo boat.—Error of the Tindal of the boat.	Do. .	Do.
Kamaran island . . .	Red sea . . .	Stranding.—Uncharted coral reef .	Do. .	Do.
Near Hughli Point . .	Hughli river . .	Do. Error of the Serang .	Do. .	Do.
Near Ketti Bunder . .	Sind coast . .	Do. Unknown . . .	No cargo .	Do.
South-west of Kovilam light .	Ceylon do. .	Do. Tides and currents .	Partially lost .	Do.
Poojali crossing . . .	Hughli river . .	Collision with a Cargo boat.—Accidental.	None lost .	Do.
Rangoon river . . .	Burma coast . .	Do. do. the Intermediate Spit buoy.—Tides and currents.	No cargo .	Do.
Do. do. . . .	Do. do. . .	Do. do. do. Upper Outer buoy.—Error of the Assistant Harbour Master.	None lost .	Do.
Below Hughli Point . .	Hughli river . .	Do. do. do. flat "*Mahajan.*"—Error of the 2nd Serang.	Partially damaged.	Do.
Do. do. . .	Do. do. . .	Do. do. do. Steamer "*Ardsheil.*"—Error of the 2nd Serang of that vessel.	None lost .	Do.
Off Basradrug island . .	Bombay coast .	Stranding.—Error of the Master .	Do. .	Do.
Opposite Ludghar . . .	Do. do. . .	Foundering.—Heavy weather . .	Partially lost and partially damaged.	Do.
Near Aksi	Do. do. . .	Capsized.—Heavy weather . .	No cargo .	Do.
Near Kundari islands . .	Do. do. . .	Do. Do. . .	Do. .	Do.
Do. do. . .	Do. do. . .	Do. Do. . .	Do. .	1 life lost.
South of Arnalla . . .	Do. do. . .	Stranding.— Do. . .	Partially lost .	None lost.
Near Nirmal creek . .	Do. do. . .	Do. Do. . .	Do. .	Do.
Near Tarapur . . .	Do. do. . .	Do. Do. . .	Do. .	1 life lost.
Near Kalumb . . .	Do. do. . .	Do. Do. . .	Do. .	None lost.
20 miles west of Chittagong .	Chittagong do. .	Do. Error of the Master .	None lost .	Do.
Off Mandapam . . .	Palk Strait . .	Do. Accidental . . .	Do. .	Do.
Mouth of the Narbudda river .	Gulf of Cambay .	Do. Error of the Tindal .	All lost . .	Do.
Near Bhagwa . . .	Do. do. .	Do. Do. . .	Do. .	Do.
Esplanade Moorings, Calcutta .	Hughli river . .	Fire.—Unknown	None lost .	Do.
Mangalore	Malabar coast . .	Stranding.—Tides and currents . .	All lost . .	Do.
Fulta Point	Hughli river . .	Do. Do. . .	None lost .	Do.

E.—CASUALTIES reported in Indian

No.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.	Date of casualty.
153	BAHIRAM IJAT MADAT	British Indian	25	Trombay	Bombay	October 25th
154	MASHONA	Do. screw steamer.	2,665	London	Cape Town and Karachi.	Do. 27th
155	FATHARUB RABH	Do. Indian	73	Ponani	Cochin	November 7th
156	ITINDA	Do. screw steamer.	3,398	Calcutta	Bombay and Rangoon	Do. 8th
157	AYUTHIA	Do. do.	694	Grangemouth	Chittagong and Calcutta.	Do. do.
158	RAHIMANI	Do. Indian	69	Jafarabad	Bombay and Mangalore.	Do. 10th
159	DINSDALEHALL	Do. screw steamer.	2,534	Cardiff	Bussorah and London	Do. 13th
160	MALTA	Do. do.	3,900	Calcutta	Colombo	Do. 17th
161	INDUS	Do. screw steamer.	2,110	Do.	Natal and Demerara	Do. do.
162	CURLEW	Do. steam Hopper Barge.	498	Rangoon	Kalagouk	Do. 19th
163	SEAGULL	Do. do.	497	Do.	Do.	Do. 20th
164	RAMBAN	Do. Indian	16	Kalyan	Bombay	Do. 22nd
165	MOTIBAN	Do. do.	16	Bombay	Kalyan	Do. do.
166	SWALLOW	Do. steam Hopper Barge.	497	Kalagouk	Rangoon	Do. 27th
167	KABINGA	Do. screw steamer.	2,925	Calcutta	New York and Boston	Do. 29th
168	WALHALLA	German screw steamer.	2,501	Torrevieja	Suez and Calcutta	December 1st
169	NURJEHAN	British twin screw steamer.	118	Employed by the Port Commissioners, Calcutta.		Do. do.
170	MASSILIA	Do. screw steamer.	3,250	Glasgow	Suez and Bombay	Do. 3rd
171	SIR TREVERDYN WYNNE	Do. ferry steamer.	Not given		Calcutta	Do. 5th
172	IRON BARGE No. 12	Do. flat	300	Nyaunghla	Rangoon	Do. 6th
173	COOS MAHOMED SULTANA	Do. Indian	31	Kulasekarapatnam	Tuticorin	Do. 13th
174	NAIBUNG	Do. twin screw steamer.	2,862	Bombay	Calcutta	Do. do.
175	M. MEANATCHY	Do. screw steamer.	1,368	Rangoon	Kyouk Pyu	Do. 14th
176	BYCULLA	Do. do.	1,095	Calcutta	Moulmein and Tondi	Do. 17th
177	SWALLOW	Do. steam Hopper Barge.	497	Saikgyi	Rangoon	Do. do.
178	LIEBENFELS	German screw steamer.	2,857	Calcutta	Colombo and Hamburg.	Do. 26th
179	SARASVATI	British screw steamer	442	Mangalore	Tadri and Karwar	Do. 28th
180	TANNENFELS	German screw steamer.	3,466	Calcutta	Hamburg	Do. 30th
181	SABARMATI	British screw steamer.	523	Bombay	Vengurla and Mangalore.	Do. 31st

waters during the year 1910—*concluded.*

Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	No. of lives lost or saved.
Trombay	Bombay coast	Foundering.—Heavy weather	All lost	None lost.
Karachi harbour	Sind do.	Fire.—Unknown	Partially damaged.	Do.
Off Palliport	Malabar do.	Stranding.—Heavy weather	Partially lost	Do.
Kidderpore Dock	Hughli river	Collision with the S. S. "*Ayuthia.*"—Error of the 2nd and 3rd Engineers of that vessel.	None lost	Do.
Do. do.	Do. do.	Do. with the S. S. "*Itinda.*"—Error of the 2nd and 3rd Engineers.	Do.	Do.
Mangalore	Malabar coast	Stranding.—Error of the Pilot	Do.	Do.
Exact spot not reported	Gulf of Aden	Fire.—Spontaneous combustion	Partially lost	Do.
Hiraganj sand	Hughli river	Stranding.—Accidental	None lost	Do.
Jarmakers Reach	Do. do.	Do. Defective steering gear	Do.	Do.
Bentinck sound	Burma coast	Do. Error of the Master	All lost	Do.
Do. do.	Do. do.	Do. Unavoidable	No cargo	Do.
Thana creek	Bombay do.	Do. Error of the Police to bring her to the bank by force.	Partially lost	Do.
Thana	Do. do.	Do. Heavy weather	All lost	Do.
Eastern Grove Flats, Gulf of Martaban.	Burma do.	Do. Error of the Master and the Mate.	None lost	Do.
Calcutta Moorings	Hughli river	Fire.—Unknown	Partially lost and partially damaged.	Do.
Rasel Ara	Gulf of Aden	Stranding.—Tides and currents	Partially lost	Do.
Off Sulkea	Hughli river	Collision with the S. L. "*Lotus.*"—Error of the Serang.	No cargo	Do.
Bombay harbour	Bombay coast	Do. with the Victoria Dock wall.—Error of the Pilot.	None lost	Do.
Shalimar	Hughli river	Damage to boiler.—Error of the Engineer.	No cargo	Do.
Thilwa, Irrawaddy river	Burma coast	Stranding.—Unavoidable	Partially lost	Do.
Kayalpatnam	Gulf of Manar	Do. Heavy weather	Do. do. and partially damaged.	Do.
Near Mulctivu shoal	Ceylon coast	Do. Error of the Master	Unknown	Do.
Rangoon river	Burma do.	Collision with the Cargo-boat No. 591.—Error of the Tindal of the boat.	None lost	Do.
Moulmein	Do. do.	Stranding.—Error of the Pilot	Do.	Do.
Rangoon harbour	Do. do.	Do. Jamming of the Windlass	No cargo	Do.
Lat. 9° 3′ N., Long. 68° 17′ E.	Arabian sea	Bursting of the 2nd main steam pipe attached to the boiler.—Unknown.	None lost	5 lives lost.
Near Karwar	Bombay coast	Collision with the Machwa "*Kenti.*" Good look out not kept on board the steamer.	Do.	None lost.
Panchpara crossing	Hughli river	Stranding.—Accidental	Do.	Do.
Between Dabhol and Jaygad	Bombay coast	Collision with Fatemar "Ganeshprasad." Regulation lights not exhibited on the Fatemar.	Do.	Do.

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